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The Thunder Bay Historical Society

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Officers for 1912-13

Peter McKellar

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President's Address

PETER McKELLAR, Esq.

Fort William, Ont., Nov. 27, [illegible]. The President's Address for [illegible] and [illegible].

To the Officers and Members of the Thunder Bay Historical Society: I beg to make the following short statement.

In this the third annual is included the work of two years. The work progressed as usual although I had been away in [illegible] countries during five or six months of the time. There have been nine or ten valuable papers on original matter presented which will appear in the Annual. Besides these papers many interesting reminiscences of "by-gone" days were indulged in, that would be worthy of preservation and will no doubt be largely absorbed in papers later on. We are gathering considerable knowledge of the early days of Thunder Bay—let us continue the good work for the benefit of those who come after us.

Since writing the last Annual, No. 2, we have been fortunate in securing in the Carnegie Library a comfortable room for holding our meetings and also a safe place in which to store papers, books and valuables. For these conveniences we are indebted to the city and Miss M. Black, the Librarian.

We have also been fortunate in securing an annual appropriation of one hundred ($100) dollars, to assist in our publications, from the Provincial Government through the help of Mr. C. W. Jarvis, our worthy M. P. P.

Our Society is becoming widely known and we have received quite a number of letters enquiring for our Annuals and other information about the early history of our district. We have tried to satisfy their demands and mailed a number of the copies.

We have not yet succeeded in formulating a scheme for the museum, but in the meantime we have the valuables safely stored in a vault.

I regret to have to record the death of two of our members, Mr. Robert [illegible] Hamilton, merchant, and a favorite, especially in the social and musical circles in the twin cities. Mr. John McLaurin was a respected pioneer of Fort William and a contributor to our first Annual.

We are expecting many more of the citizens of Thunder Bay to join the Society and help a worthy object along.

The Pioneer Banquet is still in the [illegible]; we may expect [illegible] earth during the present year.

I thank the members for their fidelity to the cause and may specially mention Miss C. C. Gray, our Secretary-Treasurer, who with the assistance of Miss M. Black faithfully attends to the clerical work of the Society.

PETER McKELLAR.

Secretary-Treasurer's Report

Miss C. C. Grant

The work of the Thunder Bay Historical Society for the year 1911-12 has been most encouraging. Great interest has been shown in the proceedings of the Society and the membership has been a gratifying increase of membership.

Since the last annual report appeared, nine meetings have been held at which the papers prepared by the following pages were read and discussed.

An era in the history of the Society was reached in August 1912, when for the first time the meetings were held in the handsome new Public Library. Through the kindness of the Librarian Miss Black, the steel cases in which are stored books, papers and documents of value, is deposited for safekeeping as the result of the building. Thanks are due Mrs. Anderson of Prince Edward and Mr. J. J. Wells Fort William for valuable historical gifts of maps and photographs showing scenes of the Fort William of long ago.

One of the most enjoyable meetings was that held at the home of Miss Dobie Regent St., Port Arthur. Refreshments were served, and a social time enjoyed after the business of the evening was concluded.

It is very gratifying to report that the Government has shown up to its interest in the work of the Society by granting an annual grant of one hundred dollars to be given it, to be used towards the publication of an Annual Report dealing with the work of the Society. The balance on hand in the treasury at the beginning of 1911 was $94.65. Since then $25.00 has been received in fees, which with the Government grant of $100, leaves a balance in the bank of $219.35. There has been no expenditure.

Respectfully submitted,

CHRISTINE CAMERON GRANT

January 4 3 Secy-Treas.

Our Public Library

Miss M. J. L. Black

The following interesting article on the public library was given by Miss M. J. L. Black, at the meeting of the Historical Society last night.

To anyone familiar with our Public Library, the thought that its history is to appear in the annals of our Historical Society must seem more or less ridiculous. Its history is still to be made; it has no "past" and a very little "present" and even what might possibly be called its "past" is lost to us for the time, at least, as we have not even a record of the minutes of the Board prior to 189[illegible].

According to legend, though, the Library was organized as the C. P. R. Employees Library, in 188[illegible], and first found a home in the old C. P. R. roundhouse in West Fort. Mr. John Whitehurst was a member of the first board and has occupied the same position ever since. In him the Library has always found a loyal friend and a supporter.

In those early days the C. P. R. fostered the organization in a way that was [illegible] them. They provided free accommodation and [illegible] and also gave an excursion each summer for its benefit. On some occasions they made as much as $ 200.00. However the Company grew weary in well-doing and gradually curtailed their generosity [illegible] finally they charged for every cent expended to the [illegible] heavy. The result was disastrous, though the Library and many faithful friends who succeeded in keeping it alive for many years in spite of the difficulties to which they were subjected.

As I mentioned before, the first official records that we have of the Board are the minutes for the meeting of January [illegible] 189[illegible]. Mr. S. Phipps was then president, and Mr. Bowman, Secretary-Librarian. The [illegible] of the Board was made up of Messrs. Hodgson, Reading, [illegible], Whitehurst, George, Harriman, Hamilton, with Messrs. [illegible] and Corbett as auditors. It is recorded that at this meeting there was a sale of periodicals which netted $28.20. Evidently the Board did not realize the fact that in those papers, they were parting with the most valuable part of their library, to recover which we would give a good deal. Apparently in those days the Board only met when there was special business to transact for the meetings are few and far between and mostly deal with the management of the annual picnic.

In January 1903, the Secretary reported a membership of nearly one hundred, but the minutes display a spirit of depression that is rather pitiful. Evidently the finances were in a poorly serious condition, and must have become more so, for there is no record of any meeting during the year 1904. Many thought that the library was dying, and some were sure that it was dead and should be given a decent burial. They failed to see that it was just the calm before the storm, the dark moment before the burst of the rising sun. Reading between the

[illegible] of the [illegible] of the two meetings the [illegible] in 1905 one cannot fail to see the beginning [illegible] the establishment of [illegible] in Port William. [illegible] meeting [illegible] was suggested that the Library should be moved [illegible] more convenient part of the town and at the January meeting in 1906 it was moved by Mr Speed and seconded by Mrs E. E. Smith "That the C P R Library of 2,000 books with [illegible] appropriation, be merged into a town library and that a committee be appointed to interview the town council, in regard to the matter." The City Council met the committee half way and agreed to provide accommodation in the City Hall and a salary of $25 per month.

From this point on the Public Library's course has been clear sailing. It was organized as a subscription library with a membership of one hundred and by the end of 1908 it had a membership of 132. Towards the end of 1907 arrangements were made to have the books classified according to the Dewey method and in January 1908, a bylaw was passed granting the library an income of a half mill on the dollar on all taxable, real and personal property in the city with the understanding that the Library should be absolutely free. Early in the year arrangements were made with Mr Carnegie in regard to a gift for the erection of a suitable building.

Though in the past, 1910 is too near us to attempt to give any record of what occurred, however might be well to record in our historical annals, that in that year was instituted the first Children's Story Hour and that also was the first Travelling Librarian sent out in the New Ontario through the means of the Port William Public Library. The year closed with a membership of 1974.

Treaty Making with Indians

A. A. VICKERS, ESQ

At a recent meeting of the Thunder Bay Historical Society held in the City Hall on Friday evening last, a most interesting account of "Treaty Making with Indians" was given by Mr. A. A. Vickers. His narrative was taken from a diary of his father, the late J. J. Vickers, who came here for the first time in July of 1859. The following extract therefrom will prove of interest to members of the Historical Society.

J. J. VICKERS'S FIRST TRIP TO FORT WILLIAM

Wednesday, 29th June, 1859.—Left Toronto by the 5 p.m. train to Collingwood, got there at 10 p.m. went on board the Steamer Rescue but the boat did not leave on account of storm.

Thursday morning.—Got under way at 6 a.m., rather calm but heavy sea on. Got up at 8 a.m., could hardly stand to dress, had light breakfast at Chesley, Captain Dick and I talked till noon. At 3 o'clock we passed between Beard Rump and Flower Pot Islands, and can see Manitoulin in the distance. Called at Bruce Mines at 6 a.m. Friday and started for the Soo at 5.30 Friday.

Reached the Canadian Soo at 11 o'clock, saw J. Wilson Pine and Simpson, crossed to American side to coal and walked through the locks. At 4.30 we got through the canal and started for Michipicoten Island, 12 hours run, where we expect to spend some hours and pick up precious stones.

Chesley has an Indian interpreter named Johnson to speak to the Indians at Fort William.

Saturday 4 p.m. We arrived at Michipicoten Island at 9 a.m. had to lay to for the site from three a.m. in the morning from fog so thick could not see one inch and tremendous storm. found the south side of harbor very pretty and quite safe. got agates and agate stone. Captain caught speckled trout, others take guns but shoot nothing. this evening we start for Fort William and hope to reach it in the morning. 9.45 p.m.—At noon we have some of the speckled trout, it is still daylight, but getting dark and very cold. I believe it is always cold here, in the cabin a good overcoat is only comfortable.

Sunday morning, 9 a.m.—About to pass Thunder Cape, 25 miles from Fort William, the water here very cold. One o'clock just about to row to Fort William, after dinner Indians come on board some painted, look very funny. Go to Fort William, see Mr. McIntyre, who receives us kindly. We are now squatted on the grass smoking, five of us. Chesley gone into house to see Mr. McIntyre. On his return we propose going up the river to inform the Red Men to hold a council tomorrow. Have been up and arranged matters for tomorrow. I take down questions and answers.

Indian Council held Monday, July 4th, 1859.

Rev. Father Choné complains of whiskey having been given to the Indians on board. Chiefs present—John Kytwery, is 100 years old. Wm Kah shinnig gune Shkoar in Eng sh Shebahgik or Sh bahgheghick. Father Choné raised the objection but the chief on side the house did not belong to his tribe. Number of Mission Indians present 50 Pagans 16.

Chesley to Johnson. State to the Council to offer to the Great Spirit our thanks for the peaceful mission to this station. I have some words to address to the tribe called Fort William Indians. I am sent to speak these words being Second Officer by their Father the Governor General to reason with them on the subject. Although I appear before you as a stranger I am

nevertheless familiar with their habits, having studied their manners for half a century. 45 years of that period I have been an officer of the Government. The greater portion of that time I have been spent among their brethren. I mention these circumstances to assure them that I have the Red Man's interest at heart. If then I succeed in showing them that the Indian Department is their friend, I am repaid for my trouble.

Before proceeding any further I will read the authority I hold to negotiate with you; when I am done I will sit down to await your answer. If you then speak to me I will then explain the object the Government have in view. Mr. Chesley reads his authority and instructions from the Indian Department and Crown Lands Department. They accept Mr. Chesley and his authority.

Johnson says: He is directed by the Chief and children; we are not at all [illegible] prepared to answer, says he is grateful to the Almighty for [illegible] ere granted of assembling [illegible] today. We recognize you as being our Father and sent to us by the Government to treat; that is all we have to say at present.

Chesley [illegible] interpreter: "Say to the subject is not new. It is important that they should make up their minds at once as the steamer awaits. I hope they will use all expedition. Mr. Chesley reads the proposition and shows the portion of reserve required. Has they any idea of coming to an understanding today? Would like that they should. Want pork and something to eat. Sorry he was not prepared, did not know [illegible] the amount it would be brought home. Mr. McIntyre said he would furnish it, so all they go to have a grand feast of flour and pork.

We met again at 4 p.m. Interpreter repeats: "You have heard what your great Father has to say to you. We wish your reply." Chief speaks, he shakes all our hands, says he is getting very old, he is not able to interpret his words but is anxious to relate what occurred at a treaty with Lord Elgin in 1850. He depends on the Almighty, the Master of Life succeeds in his undertaking he will also succeed. He was present at the treaty of 1850 and heard the words made use of here. He saw Lord Elgin and Mr. Robinson seated on his right. They made a proposition at that time to purchase the property of Indians from Penetanguishene to Hudson's Bay that was demanded from them and ceded to the Government. A first payment was made $6.00 a head, the treaty will tell what was done then. I do not want to remove anything from the former treaty, I merely want to state for my young men what did occur. Mr. Chesley said I would rather not. I cannot alter what my superior has done. Chief says he is authorized to speak in a preliminary way; then his young men will be ready to speak—all the words you have mentioned to him, he understands, but it requires reflection; my life will soon pass away, but my young men must be considered. Previous to going to Treaty of 1850, they had made out a boundary from time to time and desire to know [illegible] treaty [illegible] the reserve [illegible] made smaller. Mr. Keating was secretary and instead of making it as [illegible] he made [illegible]. We were asked at first if they were satisfied to take the whole of this side or one-half.

REFUSE TO CONSIDER

Deputy Chief addressing all relates the "Roman Priest who taught them to respect God" then repeats the words to all present. "Are you willing to give up reserve provided they get the original reserve of six leagues anywhere?" [illegible] under the impression the late present reserve would be of great benefit to us. I wanted all the whole people to consider it worth more than heretofore. We will relinquish this reserve provided we get land same size and same improvements as at present, and also they ask a sum of money or some to new reserve. Mr. Chesley says: "Tell them I have heard their proposition, and will report, though I have no idea the Government will accede to their request; they ask too much for the land." Chief says: "The Indians living near Montreal have never been neglected, why should we be?" Chesley says also

how it leads to bloodshed, etc. Chief—We are under the impression we would like to wait till tomorrow morning. Chesley—I wish to convey to the people that I come to warn them and if these difficulties arise, we cannot promise to protect them, though the Department will do all they can for them.

CONSULTATION.

Chief—"We comply with the wishes of the Governor-General, we relinquish a portion of the reserve, giving a description of lands, etc." We had tea with Mr. McIntyre, lots of cream and hard boiled eggs. After this we went on board Steamer Rescue lying at anchor outside the bar at Fort William. Herrick came with us, we had game of whist, then to bed.

Tuesday, July 8th, 1859.—To breakfast, then on shore to see our Indian friends. We now go to Pagan Camp. Chesley to Johnson—"I wish you would tell the people present that I am a little disappointed not receiving a more satisfactory answer. Yes. Do you consider you have equal right in reserve or division thereof? Yes. Do the pagans equal benefit from lands although we have not commenced to cultivate? Our intention is to do so. Tell them that representation through Mr. Dawson has reached the Governor, and that not having embraced Christianity with themselves, consider but promise them half the reserve, and tell them they will have the same proportion and protection against the inroads of the whites and Mr. Dawson states their willingness to comply with Government request in regard to report of Mr. Dawson he heard Mr. Dawson stated so.

Chesley says—My instructions are to get an unanimous expression, if not to get the majority. Mr. McIntyre before returning to get their opinion on the subject. All the Indians in favor of relinquishing reserve were surprised because in 1850 Mr. Robinson said the minerals thereon were sold and they received the benefit; they were told they were to be settled but were not yet. This took us by surprise. They told Dawson what they wanted; they wished to lay their log with care, as you cannot lay a log carefully in one day, and they now consider among themselves what was their fate should be. Chesley—"I would they would give me in writing something to show their father the Governor-General of their willingness to give up their one-half of reserve, and to have it witnessed. Yes. How many do you number?" Chesley asks. Cannot tell, he offers them if this be approved by the Governor-General one dollar a head all round. They want to be in possession of a parchment to keep. "You shall have it as soon as I get the assent of the Governor-General."

We then crossed to Fort to see the Christian Indians. They say—"We met in smoking council last night and have deliberated all night, and have come to the determination of reserving to ourselves 100 acres for each family; some of the young men are about to marry and they want to be included. How many families are there and where do they select? They tell where they are. We now arranged Treaty. Mr. Chesley writes copy to present to Governor-General. We all signed as witnesses, thus ended the Indian Treaty.

I bought a splendid pouch and pipe from the old Chief. Then we went on board after enjoying Mr. McIntyre's hospitality, got caught in a thunder storm. Mrs. McIntyre and children came on board with us. Chesley took off his coat to cover the children. 3.30—Off we go, now for home.

Wednesday morning, 7 a.m.—Here we are lying to in a fog, fear going too close to Michipicoten Island, where we have to call for three men left on our way up. Mrs. McIntyre has been sick all night, no women on board to take care of her. Sea smooth, still fog, cannot move till 4 p.m., here no move, we try to amuse ourselves playing whist and smoking.

Thursday morning, 7 a.m.—Here we are 24 hours in fog, not able to stir one foot. It is no joke, and even now there seems no chance of clearing off. Fear we cannot get home by Saturday as hoped to, we cannot leave these poor men on the island, we while all

day but they don't [illegible] us, and [illegible] only suppose we are near island. One o'clock—Still fog. Captain thinks he will try and find island.

Thursday evening—36 hours in fog.

Friday morning—50 hours in fog, made steam slowly and sighted land but not any better off than before, no sign of the men. 11 o'clock, sighted [illegible] slowly [illegible] boat to [illegible] for men, all on board in great suspense. We see our boat returning [illegible], when near they shout, "We found them." We then [illegible], we all shout with joy. [illegible] was another boat coming towards us, and about 12 o'clock. They [illegible] [illegible] for sev-

era[l] [illegible], but we did not know that. Now we are ready to start for Sault Ste. Marie, but cannot get to Collingwood before Sunday.

Saturday morning, 5 a.m.—Just in Soo Canal, [illegible] [illegible] [illegible] [illegible] could no [illegible] this morning and hope to reach Collingwood about [illegible] this evening.

Sunday night.—Here we [illegible] at [illegible] Collingwood, [illegible] start [illegible] 6.30 [illegible] the morning for home, sweet home.

Monday morning, July [illegible] 1[illegible]—On [illegible] [illegible] [illegible] now once more on dry land. This ends my first trip to Fort William.

Paper by Peter McKellar, Esq.

Fort William, Oct. 23 1911.

The Right Honourable, the Prime Minister of the Dominion of Canada,
Ottawa, Ontario.

The Council of the City of Fort William would respectfully call your attention to the valuable pioneer services rendered by the late Simon J. Dawson, C.E., M.P.P. and M.P. in opening up Western Canada.

During forty years of the best days of his life he was engaged in important works for the Government, exploring, surveying, engineering and mapping our undeveloped territory and also agitating in Parliament. In these works were included the superintendency of opening up new lines of transportation such as the well known "Dawson Road," also conducting negotiations with the natives prior to regular treaties. Afterwards his experience was helpful to the Government in drafting treaties with the Indians.

In 1868 Mr. Dawson was directed by the Dominion Government to prepare and provide means to conduct a military expedition from Thunder Bay to Fort Garry on the Red River, through a wilderness of about five hundred (500) miles. The famous Colonel Wolseley expedition of 1870 consisted of about three thousand men, soldiers, voyageurs and natives. During the winter Mr. Dawson had large wooden bridges built across the Kaministiquia and Matawin Rivers, and also 150 boats with flat scows. He also had the necessary voyageurs and supplies in readiness for the following spring. He was in [illegible] he was potent in much of the sc[illegible] and as well did he supply and conduct the [illegible] that the expedition was a great success, without an accident worthy of record, and for which accomplishment Mr. Dawson received the thanks of the Imperial and Dominion Governments.

Mr. Dawson had done much for the country during his lifetime, yet, in his latter years he was in straightened circumstances. The pioneers of the Thunder Bay District feel that he was deserving of better treatment from the Government than he did receive. Whatever means he had accumulated in active life he invested in mining enterprises in the Thunder Bay District, but like many others, he lost it, yet the country gained by the expenditure.

Mr. Dawson came to Canada from Scotland when a boy. His uncle, Col. Miles McDonnel, was the first Governor of Assiniboia, and cousin to Lord Selkirk. One of his brothers was a member of Parliament, and another one was a well known Catholic Priest in Ottawa. The Dawson Genealogical Tree is an ancient and an honorable one extending back for many hundred years.

Mr. Dawson has passed beyond the means of earthly aid, but the Government could well and justly help his only surviving relative by a small annuity to relieve her pecuniary distress during her remaining years. This council, therefore, would respectfully ask of you to use your influence with the House of Commons to provide

some means of sustenance for Mary E. Dawson. Mrs W H Fuller during the rest of her lifetime. She is the niece, and also the last member of a worthy family line. Through misfortunes, she has a advanced age, been left a widow almost destitute. She has no home wood to roughing it, and at this time of life to leave her without means of support would make a blot on the Canadian people—in view of what the family have done for the country in the past.

H C [illegible]
Mayor
A. McNAUGHTON
City Clerk

The foregoing petition to the Honorable the Prime Minister of the Dominion of Canada, was drawn up, and submitted to the City Council by Mr Peter McKellar the present President of the Thunder Bay Historical Society

P.S.— will present to the Society a framed picture of Mr Dawson which was presented to me by his niece Mrs E. Fuller

PETER McKELLAR.

DR T. S. T SNELL'S

The Origin and History of the Fort William Relief Society

Dr. Thos. S. T. Smellie

The Fort William Relief Society originated in a near-tragedy which occurred in the afternoon of an early spring day in the year 1893 which under slightly altered circumstances would have successfully rivalled the horrors of the Black Hole of Calcutta, of which so many of our school children have read. As Fort William has in some respects a special interest in this dark tragedy the facts may be briefly recalled.

In the summer of 1756, nearly a century and a half ago, the City of Calcutta was besieged and taken from the British by the Nawab of Bengal, and a hundred and forty-six English speaking people were taken prisoners and confined for the night in a dungeon, afterwards known as the Black Hole of Calcutta, in the barracks of Old Fort William, the military prison of Calcutta. This room [illegible] very small [illegible] windows, and there was neither air to breathe nor water to drink. Moreover this room in which all these 146 persons were confined was only [illegible] 18, just the size of an ordinary dining room, and there was hardly standing room for these poor people whose dreadful sufferings lasted through the whole of that long night. When morning came only twenty-three persons were found alive—the [illegible] out of each six persons had miserably perished.

Let us now turn our attention to the Fort William which we know and has the advantage of a temperate climate and the cold temperature of early spring instead of the unbearable heat of tropic summer. As an immigrant train slowly crossed into Fort William that afternoon no one supposed that it differed in any essential from dozens of such trains which arrived every week during the spring months. But from Schreiber was telegraphed the news that there was an undoubted case of small pox on board. Both towns were terrified and for several hours the train was kept moving back and forward between the two municipalities neither town was disposed to harbor the unfortunates. But at last as Fort William was the division point on the C. P. R. it was decided to throw off the infected car there and the car was spotted exactly opposite the present Elevator B. There it remained for the night but early next day the car was run up to the Mission and was anchored close to Elevator D, almost where the house of the late Mr. James Mulligan stands. Shortly afterward it stood just where the diamond crossing is now placed at West Fort. Eventually the car was taken out to the [illegible] creek where it remained until after the quarantine was raised [illegible] was first brought to Fort William.

But it was at Elevator D where the dire distress and dismal condition of these poor immigrants was first noticed. By direction of the Dominion Government I was asked by Mr. Jas. [illegible], Dominion Immigration [illegible] to look after these poor unfortunates.

On proceeding to the car in the early afternoon of [illegible] Sunday I was prepared for some things, but the neglected condition of things completely took my breath away. This was an ordinary colonist sleeper car having not much more floor space than the notorious Black Hole. Seventy-four people were in that car, the doors were by order closely shut as were the windows—even the ventilators were shut. Coarse food of good quality such as bread, tea, crackers and cheese had been provid

ed but the children had not been considered or remembered and there were twenty of them, eight under one year of age.

The stench was intolerable, the toilet had become clogged and of no use, the people had to be in their bunks because there was not standing room for all on the floor. There was great distress for want of water because the tank had become empty and the Indians at the Mission in their terror threatened to shoot any one who put his nose out of the door. There was no water for performing their ablutions, and it was not possible to wash a single rag even for the babies. The [illegible] safety of the people proceeded from the fact that the case of small pox was early discovered and the rash had appeared only a few hours before Fort William was reached and this was apparently their salvation. Had these people been huddled together as described till the stage of suppuration [illegible] many deaths [illegible] the death rate would have closely approached the death rate of the Black Hole.

The man [illegible] speaking [illegible] cover of the darkness, [illegible] when they thought they [illegible] unobserved and [illegible] a tea pot.

I at once gave orders that [illegible] doors, windows and ventilators should be opened [illegible] and [illegible] small stakes were set up, [illegible] small square [illegible] which they were [illegible] to get [illegible] and get fresh [illegible] and where the children's clothing could be washed. Conveyance [illegible] and [illegible] could [illegible] be done [illegible] be more [illegible] so after treating the sick, vaccinating the people and [illegible] them a cursory medical examination I left them promising them an early morning visit.

Next morning was Sunday. Fort William was then a small town, we had no daily papers and it seemed a hard thing to get people to know what was going on in their midst.

But in every emergency when help is urgently needed some one is found to fill the breach. This was the natal day of the Fort William Relief Society—this spring Sunday in April 1902—now nearly twenty years ago.

In default of a daily press, and no press at all on Sunday, we appealed to the pulpits of the different churches—and the special wants of the people were made known to the people of Fort William generally by noon. The notices read in the churches suggested the things specially needed, such as clothing for both sexes and all ages, soap and towels, soups, milk, cooked meats and vegetables besides canned goods. The special needs of the children were specially dwelt upon. It was announced that at four o'clock that afternoon a delivery wagon would proceed from a central spot in Victoria Avenue to the infected car laden with such clothing and supplies as the generosity of the [illegible] would prompt them to give. Mothers especially were called upon to remember these [illegible] and [illegible] people and here was where [illegible] Not only was the delivery wagon abundantly filled with [illegible] but the [illegible] this case of [illegible] was going to be [illegible] before parting they decided to meet again on Monday to [illegible] reports and provide for [illegible] supply of what was needed. Of [illegible] the [illegible] supplied [illegible] and the government paid for [illegible] supplies [illegible] the ladies from their [illegible] garments and other household supplies [illegible] neither the government nor the town [illegible] supply.

This went on for a number of weeks, and by the end of the time the ladies of Fort William had seen [illegible] that no need of any kind was left unattended and each one of the seventy-four Galicians was decently clothed and shod by their benefactors.

Immigration to the northwest was then only in its infancy, but he [illegible] saw that such cases might be thrown on the town at any time and with considerable frequency. It was [illegible] decided to form a permanent [illegible] Society which was at once done.

From that time on for nearly twenty years the Fort William Relief Society took care of all cases of poverty and distress, no matter how arising. Their benevolence, however had a strong business tinge in it—no money was ever given but relief was always given in kind and a visiting committee saw personally that there was need in the first place, and that relief was given in the way and shape in which it was most needed.

As years went on the labors increased. The town grew rapidly, became a city and for various obvious reasons, want and poverty increased, but there was no let up to the zeal, vigilance and tact of the ladies. Their numbers did not proportionately increase, but the volume of the work greatly increased and the borders of the city became so enlarged that the work threatened to exceed their powers.

As time has gone on, the [illegible] so seldom [illegible] from our streets, has endeavored to belittle the labors of those estimable ladies drawn from all the congregations of the city and to decry their work. It has been alleged that they are guilty of indiscriminate charity, overlooked some and pampered others and that but little business talent was evinced in their management of affairs. To those who have watched the career of this Society such statements will have little weight because they are absolutely known to have no foundation in fact.

One inflexible rule of the Society was that no charity was to be distributed unless some member of the committee visited the house and reported the needs. In the hands of a careless or perfunctory acting member this would have meant hurtful delay or absolute barrenness of result.

This visiting and reporting of cases at once was an inflexible regulation of the Society and added much to its usefulness and influence. In many cases and on frequent occasions mothers of families, regardless of their own physical condition, or the imperative demands of their households and putting peremptorily aside the calls and blandishment of so-called "society" would trudge off through the snow or slush or in the baking atmosphere of a summer day to investigate a case of want or distress at the Coal Docks, Second Ward or the outskirts of West Fort and to do the leaders of society due credit it may be said that the most vigorous and enthusiastic members of the Relief Society were recruited from that class. They have worked long, faithfully, continuously and with unabated [illegible]. Even if their numbers and strength seem hardly able to cope with the work which has grown up in recent years to such proportions and even if it seems advisable to take other and more complete measures to deal with the question of poverty [illegible] it becomes anyone to utter one word of [illegible] or depreciation in regard to the career of this noble band of women.

THOS. S. T. SMELLIE

Reminiscences of Early Journalism in Fort William

By F. Fregeau, Esq.

In 1880 Mr. F. T. Graff of Mount Forest, [illegible] with the aid of a bonus of $500 contributed by the people, started a paper on Amo Street called the "Herald." The plant consisted of a press and one jobber with a dozen cases of type. It was a patent inside sheet and the staff consisted of one youth. The pay was big—$3.00 per week—$1.00 in cash and the other two dollars in trade orders. The paper lived for a couple of years, and in the spring of 1882, the beginning of the Prince Arthur Landing boom, was taken over there and established as the "Daily Herald," the ancestor of the "Evening Chronicle." But years before the Herald appeared on the scene another journal was born and died on the banks of the Kaministiquia. Acting on the advice of Hon. Adam Oliver, M.P.P., two misguided young men named Cobb Patience and Walter Murdock arrived on the [illegible] Quebec in the spring of 1877 with a pretty well worn out and [illegible] plant of type and a hand press. They occupied the upper portion of the late A. McLaren's general store which stood where is now the Ogilvie Flour Mills, and for some time was known as the Riverside boarding house. The staff was made up of two young boys, Fred Fregeau and John James Morison and the pay was $2.25 and $1.25 respectively per week. Right at the start the sheet had to struggle under the most peculiar name a paper was ever christened with, namely: "The Fort William Day Book." Their subscription list was a limited one—very much so—being about fifty paid ups. They had a small hand job press but during the whole of that summer, they took in only the small order of business cards.

The two young partners were good printers, but were not onto the job as "wielders of the facile pen." However, they had plenty of willing contributors, when they hooked up with that redoubtable old newspaper warrior, Mike Teegan, of the "Sentinel," published in Prince Arthur's Landing, and most able contributors of the volunteer subscribers were Peter and Archie McKellar and Archie McLaren, [illegible] of James McLaren, late town treasurer. After three or four months, Murdock got homesick and it was back to the old home and another [illegible] Patience [illegible] made of sterner stuff and possessed of the qualities of his name. He struggled along as well as he could with an empty pocket until fall, when a protector appeared on the scene in the person of Charles S. Douglas of Beaver Dam, Wis. Patience sold him the complete outfit, lock, stock and barrel and the name, kicked the Fort William real estate off his feet, and joyfully wended his way back to Ingersoll, Ont., where he went into the honey bee industry.

Douglas was a journalist who had graduated from the sticks, could write a

[illegible] ed had editorial, and was a [illegible] famous as the hard hitting [illegible] Mike Hagan, of the "Sentinel" at Port Arthur. The way they [illegible] one another and the [illegible] they [illegible] hurl at each other was [illegible] scandalous. So keen [illegible] by [illegible] the [illegible] about [illegible] would go into the office to watch the interesting process of getting the paper to press. This may seem an exaggeration but when one considers that there were only nine dwellings, two stores and one boarding house on the banks of the river, stretching from the Hudson's Bay post [illegible] where is now Sprague street, it [illegible] not so wonderful after all.

The "Day Book" apprentice used to deliver the paper to the Landing subscribers, twenty-seven in number, by going ashore on the tug. We [illegible] commanded by the late John McLaurin with W. Pritchard as [illegible] As the twenty-five [illegible] was [illegible] the printer boy [illegible] expenses and that was exactly the fare over there he just naturally had to walk home being [illegible] take the back [illegible] to avoid being mobbed by the boys who were so interested in the fight [illegible] The same fall the "Day Book" was moved to the west and then [illegible] the Town Plot, had a population of about a hundred people and was headquarters for Purcell & Ryan, the contractors for the construction of the C. P. R. [illegible] Kaministiquia [illegible] Douglas managed to pull through the winter but when the spring of 1876 ushered in, he sadly gathered his plant together and departed for the west where he established "The Emerson International" and became M. P. P. in the Manitoba Legislature.

First Newspaper Published in Thunder Bay

Mrs. [illegible] Perry

In the winter of 18[illegible]4 and 18[illegible] before the advent of railway, telegraph or telephone, when the winters were longer and colder and communication with the outside world was by dog-train, the inhabitants of Fort William and Prince Arthur's Landing (the present cities of Fort William and Port Arthur) found themselves on the verge of a [illegible] of the blues. There was no mail for weeks and the usual amusements, skating, snow-shoeing, tobogganing and dancing did not satisfy and months must pass before navigation would open. Something must be done to relieve the monotony but what? Many meetings were called and suggestions made. The majority favored publishing a paper in each village, alternate weeks. The minority were dubious, no press, no type, but this difficulty was overcome. Had we not quires of foolscap, ink, pens, men and women of brain. A paper it must be. So into our [illegible] world was born the "Tri-weekly Perambulator" and "The Thunderbolt." Never since will papers give the same amount of pleasure and excitement that these did. The first to make its debut was the "Tri-weekly Perambulator" editress, Miss Groom; editorial printer, Mr. Peter McKellar; artist, Mr. Archie McKellar; contributors and critics, the remaining inhabitants. This was a neat eight paged paper containing a brilliant editorial which stated that its object in coming to life was to enlighten the world on the resources of the district, to entertain its readers, to chronicle the mining and social events and its politics were those of the government in power. It was enclosed in an artistic and illustrated cover tied with bright ribbon. Each special day had its appropriate ribbon, St. Patrick's Day having green and Easter white.

One cold frosty morning we sent it trundling over ice and snow on its mission of love to Prince Arthur's Landing.

Slight mutterings in the air.

The following week the Thunderbolt struck the Fort and the mutterings increased.

Like the Perambulator it was an eight page paper. The editors were Messrs. G. S. Marks and [illegible] A. Holland, the artist Mr. W. W. Russell. It contained an eloquent editorial, commending this, the first newspaper written in the Landing, to the people. Its object was to further the interests of the people of the village, and it contained social, church and general news. Its politics were the unmaking of governments.

After the first issue war was declared and the fight went gaily on increasing every week, the din reached Silver Islet and the Canadian Pacific engineers up north. They sent commissioners to negotiate for peace, but on arriving joined in the fray on one side or the other.

Now what was it all about? Nothing less than the terminus of the C. P. R. Each paper maintained that its site was the only one on Thunder Bay that could be utilized for that purpose, condemned and denounced the other.

The artists in portraying the future of their respective villages always pictured the other village as being wiped out of existence. The cartoons were clever. One of the Thunderbolt enjoyed by the people of the Fort and Landing represented the editor wheeling an [illegible] Perambulator in which sat a fat chubby baby girl (Editress). A passing thunderbolt descended causing great

urns.

Sarcastic articles appeared frequently and on one occasion after a publication of the Perambulator the Thunderbolt inquired the meaning of the editorial, to which question the Editress replied that she could furnish material but no brains.

The Thunderbolt returned the compliment by occasionally referring to the Perambulator being a bi-weekly publication by saying "Wot the Perambulator die?" We have received no number this week.

The Perambulator replied in kind by: We publish one week and try the next.

The splendid morning, social, church and other subjects treated in these papers would be creditable to any publication of today and they accomplished the mission for which they were created, by giving the people something with which to fill their time.

The whoop of the first boat sounded not a day too soon and with honors even the greatest of newspaper battles ceased. The Columbus was passed around and all was peace and harmony once more.

Were the prophecies and predictions [illegible] a those by-gone days fulfilled? Yes, and [illegible] so. It is to be regretted that many of the leaders in this episode were not permitted to see the dreams realized. Both villages [illegible] become thriving commercial [illegible] with [illegible] railways bringing them in touch with the uttermost parts of the world.

K. MAY PERRY

The following lines written by Miss Mary McKellar in 1872, are descriptive of Perambulator times in Fort William.

WAITING FOR THE MAIL

Hark! I hear heavy footsteps
Trampling o'er the snow.
Can it be the courier?
He has been weeks ago.
I am pacing, watching, waiting,
My thoughts stray back home
I cannot rest a moment,
Why don't the mail man come?

We are waiting, waiting, waiting
Waiting all below
We are waiting, waiting, waiting
For news, good news from below.

Another growing twilight,
No mail has yet arrived.
For days and days we're waited
My patience is nearly tried.
The night is bright and cheerful,
Transparent white the snow,
The Indian trail well beaten,
The mail will come I know

Ye mighty men in power,
Give ear, and a little time
To the wants and inconveniences
Of this enlightened clime
We have good land and silver
Mines that cannot fail,
We want your aid to prove them
And we want a weekly mail.

When cut from daily intercourse
With the gay world below
For hundreds of miles our bulky mail
Is packed o'er ice and snow
Through a rugged country
A long a stormy shore,
Twice a month we receive it
Twice a month, no more

No woman, he comes, I see him
Passing by the gate,
With a heavy sack on his back,
He bends beneath the weight
Down down to the post office,
Haste the mail has come
Down down to the post office,
Go fetch our home

How Nepigon Bay Lost the C.P.R. Shipping Port on the Great Lakes

PETER McKELLAR, Esq.

In the early summer of 1873 there was much surveying in progress around Nepigon Harbor. It was reported that the Government engineers were laying out the terminus for the C. P. R. at that place. We, the people of Thunder Bay, went to work and secured evidence in favor of Thunder Bay. A delegation was appointed to present them to the Government. Judge Van Norman, Lawyer Macker and myself were the delegates. Mr. Langevin, Minister of Public Works, was away from Ottawa and I was the only one of the delegates that reached him in Montreal. I explained the conditions of the harbors in regard to the navigation, and left the papers with him.

In November there took place a turnover of the Government, Conservative to Liberal. After the change Mr. Adam Oliver by his vigilance saved a crisis in the situation as will be seen further on.

I was spending the winter of 1873 in Toronto. Mr. Adam Oliver was at his home in Ingersoll. After the change of Government took place and Hon. A. MacKenzie became Premier, Mr. Oliver wrote me and informed me that he [illegible] and that the Government advised him they had no [illegible] in favor of Thunder Bay and that the engineers had decided on Nepigon Bay for the Railway Terminus. He wanted to know with whom the Thunder Bay delegation left the evidence [illegible] I wrote him that I had left all the papers with Hon. Mr. Langevin, Minister of Public Works, at Montreal, and that he said he would see that the matter would be [illegible]. A few days afterwards I received a letter from Mr. Oliver stating he had received an answer from Mr. Langevin advising him that he [illegible] left the papers with the Government, and if they can not find them they must have been destroyed in the engineer's building that was burned lately. He stated if we cannot re-secure the evidence before the Parliament acts on the matter a decision will be given that the terminus be at Nepigon Bay. I wrote immediately to my brother John and explained the condition of things, urging him to lose no time in getting sworn evidence to take the place of those lost and have them sent down to me immediately. My brothers, on receipt of the letter, went to Prince Arthur's Landing, and explained the danger. The people were fired up and a number joined to secure the evidence. I may mention that Mr. D. M. Blackwood, Mr. Heath and others did good service. When the evidences were secured, and the Seal of the Shuniah Municipality was attached, the Council wanted to take it from the Commission that gathered the evidence and send it by a Council Delegation. Quite a rumpus ensued but it ended satisfactorily. [illegible] that the late Mr. Thomas Marks took an active part in settling the matter. The delegation finally appointed were Messrs. Adam Oliver, F. J. Brown, Thomas Marks and myself. Oliver, Brown and I were East and Mr. Marks went East by way of Duluth and took the papers along. The delegation met at the Queen's Hotel, they (Messrs. Oliver, Brown and Marks) wanted that we go on to Ottawa that evening. I said, All right, you go on. I would not go unless my report was finished, and it would take me two days to do it. Mr. Marks said, Let us read what you have. After reading it, they said: You [illegible] finish the report and we will wait for [illegible]. They said they [illegible] other business [illegible] the mean time, and [illegible]

could meet the Ottawa evening train at the station day after tomorrow. I was stopping with Mr. McNabb, Police Magistrate of Toronto, on Murray street, about a mile from the station. At dinner on the evening of the morrow Mr. McNabb said "I forgot to send you word that Messrs. Oliver, Brown and Marks want you to meet them to go to Ottawa on the evening train. They were a day ahead of time, and I had not the report in shape. I left the table and hurried to the station in time to tell them to go on as I had not the papers ready, but they had all the other evidence and could attend to the matter without me. They insisted on my following on the next day's train, they would wait for me at the Russell House. I reached Ottawa at the appointed time, six o'clock a.m. and met Mr. F. J. Brown on the platform on his way back home. He told me I might as well go back, that nothing could be done. Mr. MacKenzie, the Premier and the engineers proved all our evidences false, etc., but for me to go on to the Russell House as Messrs. Oliver and Marks were awaiting my arrival as agreed upon. I said "All right, you will find out they will listen to me." On my arrival at the Russell House, Messrs. Oliver and Marks told me as Mr. Brown had, that we might go home as the Government would not listen to our evidence and there was no use in trying any further. After hearing what had passed between them I said "I am not surprised. You had no personal knowledge of the matters they brought up, but I have and can show where they were in error. You will see that the Government will allow us to prove our case. These delegates were not long in this district, and their business did not take them in the direction which would give them a knowledge of the conditions of navigation here."

I proposed that we take Mr. Simpson, our member, with us and see the Premier again. They said I could go, and that they would wait for me, but it was not worth while to be further insulted. I then stated I wanted to go first to the engineers' offices, "I am acquainted with Mr. Carre, who is in charge of the survey west of Nipigon and will go to see the Premier tomorrow."

Mr. Carre introduced me to Mr. Sanford Fleming, the Dominion engineer. He was kind and inquired about Thunder Bay matters. I told him I was down with reference to the navigation of the harbors. He said, "Messrs. Brown, Oliver and Marks were here yesterday on the same business, but we showed them there was nothing in it." I said "I have been for the past ten years around that coast and I can assure you there is a great difference in favor of Thunder Bay against Nipigon in regard to the navigation. And in addition, we have the sworn evidence of the pioneers of the district to show." He said, "Yes, I know, but we have evidence just as strong on the other side." "Well," I said, "if you let me know what these evidences are, and we cannot prove them to be false, we can do no more, but," I said, "I feel confident they cannot be true." After a little time, he said, "Captain Campbell, an American, with a party going to Nipigon Bay arrived at Silver Islet last spring, and could not get to Prince Arthur's Landing as Thunder Bay was covered with ice. After waiting a couple of days he engaged a small boat to take them down to Nipigon. When they got there the bay was free from ice." "Well," I said, "I happen to know all about it, and I can produce proof to show the statement is not true. On that occasion I was one of a party waiting for the opening of navigation to explore for mines along the coast below Nipigon. We were taking a surveyor and the ... Wareham along. After the bay opened and one of the steamers arrived, I think the Quebec was one, while getting the freight ready to starting Captain Pritchard of the ... Watchman told us there was a Captain Campbell and party who wanted him to bring them to Nipigon Bay. Would he take them? We asked him if they had a surveyor along. When he found out they had, we decided not to take them. When we left, the Campbell party was on the dock. On reaching the Gargon Channel it was covered with ice and we could not go around by the Nipigon Bay route. We turned and went outside of the Battle Islands. In passing the Simpson and Copper Island Channels, we

could see the bay inside was covered with ice.

Next day Mr. Borron and I went to see the Hon. Mr. MacKenzie, the Premier. He knew us and was kind and affable. When Mr. Borron, M.P., introduced the matter of the harbors, Mr. MacKenzie said Messrs. Brown, Oliver and Marks were here yesterday and went over the evidences with the engineers and it was decided there was no use in going into the matter further. I then asked him if he would allow me to give some explanation from my long experience in that district. He said "Certainly." I then narrated what passed between the engineers and myself and stated that all we wanted was to be allowed an opportunity of laying the matter before the Government before a decision had been passed on it. I wish also to lay this plan before you. I had [illegible] trouble in getting it from the Crown Lands Office in Toronto. I had to secure it through the Hon. Mr. McKellar. I leave it with you to draw your own conclusions. The plan showed all the [illegible] around the [illegible] Harbor surveyed with the name of the applicants on each location. After looking over [illegible] the Premier said "Mr. McKellar, I can assure you that you will get plenty of time to draw the matter up, and the Government will give it a fair consideration," or words to that effect. "If you want further information from the engineers, take Mr. Borron along and you will get it." We went to see the engineers and got the information wanted. When we arrived at the Russell House Messrs. Oliver and Marks were anxiously waiting. They could hardly believe it was true but Mr. Borron told them it was all right.

Then they [illegible] me to go to Ottawa for a couple of weeks and attend to getting the evidence and reports in pamphlet form, etc. Mr. Marks accompanied me to the printing office and introduced me to the [illegible] telling him to do whatever I wanted. Before Messrs. Oliver and Marks left the city it was arranged how I was to distribute the pamphlets. They made out a list of the influential men of Canada outside of Parliament, to whom I was to send pamphlets. They then left, Marks for Montreal and Oliver for Toronto, and I was to keep them posted. They did not come back to Ottawa until the matter was completed. I distributed the pamphlets by having one placed on the desk of every member of Parliament, including the senators. I also gave or mailed a copy to every one on the list given me by Messrs. Marks and Oliver, as well as to others I knew. I did think in those days that the affair was a [illegible] deeply laid scheme. Now I have changed my mind. It may have been that the engineers were deceived by misrepresentations and that they really thought one bay was as good as the other. When the evidence on the Nipigon side was shown to be fraudulent, the matter was soon settled and Thunder Bay was established for all time the great shipping port for the West on the Great Lakes.

Some will say, "Why did these desperados throw up the sponge so quickly?" For the simple reason they lost the only [illegible] a fair [illegible]. They thought they had the [illegible] evidence that [illegible] to prove [illegible] Thunder Bay. They were three prominent men of the district, a [illegible], an ex-M.P. and a [illegible]. They appeared before the Government and argued the case, and found the evidence in favor of Nipigon equally as strong as their own, besides the engineers were [illegible] Nipigon as [illegible] topographical [illegible] Thunder Bay was practically solid for the winter and they could see no possible way of [illegible] their evidence. The Parliament [illegible] then [illegible] and the matter would soon be passed upon.

I am glad that one of these pamphlets with the evidence is extant. Mr. J. J. Wo[illegible] has one and kindly offered it to the [illegible] for preservation. After a perusal of it one may think it strange there is no mention of the Nipigon evidence. The reason is that I did not think [illegible] to put it in as I knew after the information given that they would not think of bringing it forward against the Thunder Bay evidence. Again Mr. Borron, our M.P., was on the watch and would expose it if they did.

PETER McKELLAR

Stafford

Port Arthur in Ye Olden Time

MISS SARA STAFFORD

The Stockade for General Wolsley's soldiers was built near where the C. P. R. station is placed, and was burned while used by Dr. [illegible] during his lease. It was used also for a jail for the troops of General Wolsley. There were about three hundred and fifty people living here in 1870 besides a floating population, hunters, trappers, civil engineers and mining men exploring for silver. Messrs. Peter and Don McKellar with Geo. McVicar were on the present Port Arthur site when a wilderness. The first sod of the C. P. R. was turned in 1875 in Fort William. A foreman or head contractor came from Quebec, his name was [illegible]; he was nicknamed Saw-Saw. He erected a building for the public works department which was in charge of Mr. Dawson of Dawson road fame. These buildings were all situated on the right hand of Arthur Street as you came up from the docks, and the warehouses were on the left. [illegible] and offices were on the right hand side on the grounds of the present Prince Arthur Hotel, then called Government Grounds. Mr. Dawson lived in a cottage—the first pretentious one in the town. It was situated in the centre of a large piece of ground thickly wooded with trees right in the heart of the present city. These grounds to-day are owned by the Marrill & Hodder estate, Crosier and Matthews. The gateway to the cottage is now that open space of ground between Mr. Hunt's real estate office and the office of Mr. Walter Gordon. In the centre of this ground stood a roomy cottage with verandahs on three sides. On the right the grounds ran from Mr. Hinchaw's dry goods store up to the Hunt workshops. On the left adjoined the grounds of the Algoma Hotel, afterwards for many years leased until bought by the Hotel Algoma owners. At the back of this cottage were two small shacks, one was used for a kitchen and the other held Mr. Dawson's engineering implements. Mr. Dawson at that time was superintending the making of the Dawson road. After this he entered into politics, going into the local legislature and latterly the Federal Government at Ottawa. At that time Arthur Street, Water Street and Cumberland Street were partly opened. The first store was opened by Thomas Marks in 1868, the next by N. K. Street and brother, the latter standing on the corner where the Bank of Commerce now stands. Both these brothers died here, and the widow of M. Street continued the partnership with George E. Kay of Port Arthur, in the banking business. About 1872 they were running a trial line from Fort William west, and a civil engineer by the name of Wm. Murdock was here in charge of the party with Frank Moberly of Collingwood as assistant.

The first newspaper was named the Sentinel, edited by a man named Hagan, who left here and went to British Columbia and started a weekly paper there under the same name. In those times we had only one regular boat that came in every twelve or fifteen days. We got our mails in winter by dog train from Duluth twice a month and later it became a rule to call no man an "old timer" unless he had received his mail this way. We considered that the news was up to date and not old if the papers received were not more than twenty days old. Any one leaving the place late in the winter had to go by Duluth, on snowshoes and dog teams, the trip taking from ten to fifteen days.

The first church built in Port Arthur was the Methodist. It was built

in 1873 by the Rev. Mr. Halstead. Then the Presbyterian by the Rev. D. McKerracher, which is now used as the Finnish Printing Office on Court street. Before the church was built the services were held in the court room where Judge Hamilton's house stood and now occupied by our ex-member, Mr. Conmee, near the Separate school. The house was a combined dwelling and court room. Then came the English church then the Roman Catholic.

Prince Arthur's regiment, the 60th Rifles, was sent to Canada at the close of the Abyssinian war and a number of the companies were told off to do service under Colonel—now Lord—Wolsley, in the Red River Expedition of 1870. They landed at the present site of Port Arthur, and in honor of Prince Arthur, now the Duke of Connaught, Governor of Canada, they called the place Prince Arthur's Landing. The troops had to build the road as they went along. They drove with teams to Lake Shebandowan, and then proceeded with rowboats through all the inland waters, portaging where necessary until they reached the Red River.

The following year emigration started over the route taken by the troops. The Government sent Mr. Dawson to improve the roads. Tugs and scows were used on the waters, and horses on the portages.

One man said in reference to stretch east of Shebandowan "Ta'll about (?) have seen my horses with the mud running from their collars." The Second Rebellion was in the winter and the troops came up the shore of Lake Superior, partly by rail on flat cars to the end of a grade, and then got off and marched on sometimes in a blinding snowstorm. The troops marched from Jack Fish up to Schreiber, many of the young lads being frost-bitten and snow blind, for it was below zero, but they were cheerful.

The first hotel stood where the Mariaggi stands today. It was built by a Mr. James Flaherty and was called the Queen's Hotel. It burned down and they built another, and it also burned, then another was built and it was called the Northern and later developed into the Mariaggi. Where the Algoma stands today stood a small frame hotel called the Shuniah meaning in Indian "Silver". It had changed hands twice when the late Mr. John Merrell bought it from Mr. Boddy. A few years later it was drawn back to make rooms for the help while a new three-story brick structure was built in front. This house was called the Windsor, but [illegible] on the night of its first opening the insurance barely escaping with their lives. From the ashes of the old Shuniah and the new Windsor rose the Algoma, and here around its portals the history of the city has been taken.

The Board of Trade of Port Arthur was established in April 1884, the town then having a population of over 1600. The first secretary was William Howard Langworthy.

SARA STAFFORD.

Silver Islet

Extracts from a paper read by Thomas Macfarlane, Esq., Actonville, Quebec, Canada, at a Montreal meeting, September, 1879

By W. J. Hamilton, Esq.

EXPLORATION OF 1868 AND DISCOVERY OF SILVER ISLET

On the 14th of May, our exploring party, consisting of six men besides myself, arrived in Thunder Bay on board the steamer Algoma, which was heavily freighted with men and materials for working the Thunder Bay Company's mine. After viewing the latter and the Shuniah (now the Duncan) mines, and calling the attention of the men of our party to the appearance and characters of the native silver and silver glance produced by them, we started in our Mackinaw boat on the 15th southwestward for Jarvis's Location. My first impressions as to the mineral resources of Thunder Bay district were not at all encouraging. With a country of rock mainly composed of greyish slates and [illegible] sandstones, and these lying in an almost horizontal position, the chances of finding anything of value seemed very slender to one accustomed to highly inclined and crystalline rocks. I remembered, however, that the conglomerate beds of Keweenaw Point, now the most productive of the mines for copper, had originally been undervalued by geologists, who had never before observed valuable minerals to occur in rocks of that nature, and resolved to beware of allowing any preconceived ideas to interfere with the thoroughness of our search.

From the 16th to the 21st of May inclusive, we remained on Jarvis's Location, examining its rocks, surveying the river from its mouth to where [illegible], and exploring Jarvis's Island, with the numerous veins occurring there. The geology of this location much resembles that of the western part of Wood's Location, having the same grey argillaceous sandstones and shales, intersected by dikes of different sorts. The latter have here the same general strike as on Wood's Location, and it appears likely that they run through the range of islands which extends from Shangoinah Island and Silver Islet on Wood's Location, past the outside of Pie Island to Prince Albert or Thompson's Island. Then still further southwest, through Spar Island, Jarvis's Island and Victoria Island, joining the mainland before Pigeon River is reached. On Jarvis's Island five different veins were found, and in one of them native silver and silver glance were discovered, the former by Mr. (now Dr.) C. O. Brown, and the latter by Mr. Patrick Hogan, specimens of which were forwarded to Montreal. The quantity appeared to be too small clearly to merit much attention, but from the experience since acquired on Wood's Location I was induced to believe that some work upon this vein might possibly develop a large quantity of the metal. Accordingly in 1868 a shaft was sunk on this vein to the depth of twelve feet, in accomplishing which work the following ore was produced:

78 lbs. first quality ore, containing 2.46 per cent. silver, 93.7 ounces, at $1.25	$45.62
1493 lbs. second quality ore, containing 0.5 per cent. silver, 56.8 ounces, at $1.25	67.78
	$117.24

On the 1st of June we left Jarvis's or Stewart's Location at Pigeon River, where we remained until the 21st, making a very close exploration for a distance of three miles inland. The number of dikes and veins here visible induced me to anticipate the best

results, but although a good deal of time was spent on some of the veins none of them yielded any valuable specimens. High, rocky ranges intersect the location generally in the direction of the dikes and between them are valleys containing a large area of good soil, much of which will no doubt be cultivated as soon as mining operations are carried on successfully in the neighborhood.

On the first of June we returned to Fort William and on the 23rd reached Thunder Cape and Wood's Location, where we remained until 31st July. From perusing the Geology of Canada I had, before arriving on the Location, came to the conclusion that it was likely to present many interesting geological features. Here it was to be expected that the junction of Sir W. E. Logan's upper and lower groups of the Upper Copper-bearing rocks would occur, and that the many intersecting dikes and the trap overflow of Thunder Cape would be found to present interesting relations [illegible]. I therefore determined to make a complete geological map of Wood's Location and arranged with my assistant, Mr. Gerald C. Brown, to have the shore line accurately surveyed. It was while engaged planting his pickets on the many islands fronting the location that Mr. Brown first landed on the rock shortly afterward named by me Silver Islet, and observed the vein and the galena occurring in it. I then visited the island to obtain specimens of the galena and the enclosing rock, and three men were set to work to blast out some of the galena. It was while engaged working on the vein that one of these men, Mr. John Morgan, found the first nuggets of metallic silver close to the water's edge. A single blast was sufficient to detach all the vein rock carrying ore above the surface of the water, but farther out large patches could be observed in the vein under the water, some of them with a green ob[illegible]. On detaching and fishing up pieces of these they were found to consist of pieces of galena, which were in certain spots of oxidized black mineral here and there tinged with green. This black substance I succeeded in reducing on charcoal before the blowpipe, with a little borax, to metallic silver, thus showing at once the extraordinary richness of the black portions of the vein. I deem it worth while thus to record, more particularly than before, the circumstances of the discovery on account of the celebrity which Silver Islet has since attained. The silver was discovered on the [illegible] of July and on the [illegible] three packages of the best specimens were shipped from Fort William to Montreal and a telegram sent at the same time to the company's secretary giving notice of the important discovery.

GEOLOGY OF SILVER ISLET AND ITS VEIN

My plan as to a geological survey of Wood's Location was, during the following season (1848), carried to completion and the results published in the Canadian Naturalist (Vol. IV.) and accompanied by a map of the location and plan of Silver Islet. Silver Islet is situated about three quarters of a mile from the mainland, and is much exposed to storms from the east, south-east and east. [illegible] island protects it, but insufficiently, on the north-west. The island measured originally about ninety feet each way, rising about eight feet at its highest part above the level of the lake. The whole of the rock is now enclosed and covered by the works erected for protecting and working the mine and by new land since made. The course of the vein traversing the isle is about N. 32 degrees W., and its dip about 85 degrees N. E. As shown in the plan, its greatest width is on the northern side of the islet, and it will be seen that in going westward it widens into two branches, one of which crosses the island and the other keeps on the west side under water. The [illegible] part of the silver branch [illegible] the richest ore, the eastern branch being less rich and the whole of the vein in the north end being almost entirely barren and consisting of a large mass of calcspar with quartz and occasional cubes of galena which carry only a minute quantity of silver. Particles of silver ore were also found in some of the cross "leaders" which intersect the country rock or

perhaps "horse") lying between the two veins. Fragments and masses of this rock are very often enclosed in the veinstone, and graphite very frequently associates itself with them.

The metallic minerals of the veins are silver, silver glance, tetrahedrite, domeykite, galena, blende, iron and copper pyrites, cobalt bloom, and nickle green. The two latter substances seemed to be oxidation products of a peculiar mineral which in a paper published in the Canadian Naturalist, and dated 1st February 1870 I described as follows "Besides the small nuggets and grains of pure metallic silver there are also found in the rich ore thin plates and grains of a [illegible] mineral having a reddish brown color, like that of niccolite, and containing arsenic, cobalt, nickle and silver, with the latter in greatest quantity. This would appear to be a new mineral, and one worthy of more minute examination. When active work was begun by the Silver Islet Mining Company, it was found that the great bulk of [illegible] extracted was [illegible] a [illegible] mixture of the said [illegible]-colored grains above mentioned with other minerals. The late Major A. H. Sibley—then president of the company—gave this mixture the name Macfarlanite, which is still used for it by superintendent and workmen at the mine up to the present time. In the Engineering and Mining Journal of 26th March last, Mr. W. M. Courtis published a paper on Lake Superior [illegible] in which this supposed new mineral was referred to as Macfarlanite. For these reasons it would seem necessary to refer to this substance more particularly. In December 1870 I made an examination of the brown metallic grains which the rich ore above referred to leaves when pulverised in a diamond mortar and [illegible] in [illegible], such as calcspar, galena, etc. sifted or washed off. A blowpipe assay showed these to contain

Silver	78.34
Nickel	1.93
Cobalt	2.74
Arsenic etc. (difference)	16.99
	100.00

I made some further trials but was unsuccessful in separating any definite mineral.

In December last Dr. T. Sterry Hunt informed me of the discovery of the new minerals on Silver Islet ore by Dr. Wurtz, and showed me a specimen of "Huntilite," which seemed to me to occur in larger pieces, and to be different from the reddish grains occurring in the ore known as "Macfarlanite."

On subjecting the rich granular ore of Silver Islet to close examination assisted by Mr. W. M. Courtis, I found it to consist of the reddish brown metallic grains, a dark colored undetermined mineral, niccolite, galena, calcspar and quartz. Native silver in perfectly white grains or filaments is not distinctly seen. Pieces of the ore, upon being ground and polished show the metallic grains with a color and lustre closely resembling burnished silver. When the calcspar [illegible] is removed by dilute hydrochloric acid the result is porous and coherent. The metallic minerals adhere to each other and in [illegible] metallic grains, [illegible] seeming to be in [illegible] with the dark colored mineral and the niccolite. Under the hammer the metallic grains [illegible] the glass shows that both brown and black brittle [illegible] separated [illegible] the metallic minerals [illegible] removable [illegible] more or less firmly to the metallic grains.

When the ore is pulverised and the metallic grains are freed from all [illegible] matter, the latter being sifted and washed off, they assay from 71 to 84 per cent. of silver. When these are further triturated in an agate mortar [illegible] and the brittle matter removed by a [illegible] sieve [illegible] the [illegible] the grains thus produced assay as follows:

1st one	18.1	per cent. silver
2nd	61.65	"
3rd	51.25	
4th	56.34	
5th	75.1	
6th	80.7	

The grains remaining upon the sieve from the last trituration have a dark-gray color and assay 92.04 per cent. silver. When roasted in a muffle they become yellowish brown. Hydrochloric acid removes nickel oxide, and then they have the appearance of pure silver grains. In this process they lose 5.94 per cent. of their weight and assay 96.76 per cent. silver. Treated a second time in this manner they lose 3.2 percent additional and assay 97.4[illegible] per cent. silver. From this it is evident that they assume the appearance of metallic silver on the surface only and are not pure throughout. The grains of 92.04 per cent when treated alone on charcoal before the blowpipe, merely cake together yielding a slight coating of arsenious acid. When a small quantity of borax is added a silver button is produced with some speiss attached, and a slag slightly tinged with cobalt oxide. Most of the nickel is removed in the speiss, but the silver [illegible] retains [illegible] it, [illegible] green shagreen [illegible]. This is removed by a further [illegible] with borax and [illegible] 33 per cent. silver obtained. The [illegible] of 92.04 per cent. [illegible] readily [illegible] dilute nitric [illegible] yielding the following results:

Insoluble (assays 17.44 per cent. Ag)	9.37
Nickel	.08
Antimony	.3[illegible]
Silver	83.0[illegible]
Arsenic	2.1[illegible]
	[illegible]00.40

When the metallic grains first above alluded to are treated with dilute nitric acid (half acid half water) and the action interrupted when about half the quantity is dissolved, a considerable quantity of black powder is detached, much nickel is dissolved and the remaining grains have the appearance of pure silver but still showing black specks, especially in the cavities.

The black substance washed off from the larger grains of quartz contains antimony, lead, cobalt, nickel and sulphur, besides 2[illegible].9 per cent. silver.

From experiments the great difficulty of separating the various minerals which occur in the rich ore of Silver Islet were apparent. It seems to me to contain a great deal of its silver in the native state, which passes into the [illegible] of Professor Wurtz. Further investigation may possibly give more decided results.

With regard to the general nature of the ore yielded by the vein after sorting, one parcel of second quality weighing 15,914 pounds, and assaying 364.2 ounces of silver was found to contain 71.5 per cent. of earthy carbonates and 14.1[illegible] per cent. of matter insoluble in acids. The relative quantity of calcareous and silicious matter varies, however, in different parts of the vein, and, in some places streaks of quartz have preponderated to such an extent as to make some of the ore highly silicious and much more difficult to smelt.

The rock on the islet intersected by the silver vein [illegible] evidently forms a dike. It differs somewhat from the rocks of the other dikes of the location among which may be mentioned [illegible] and [illegible] porphyry. Judging from their manner of occurrence, it did not appear likely when the discovery was first made, that the dike of Silver Islet would be found to have a greater breadth than two hundred feet on the length of the vein. Outside of this distance it was anticipated that the vein would be found in the [illegible] gray flags which fill all the spaces between the various dikes. It was further thought unlikely that the Silver Islet vein on reaching these flags, would exhibit the same degree of richness as previously. The continuation of Silver Islet vein across Burnt Island which is identical with one shown on an old map of the location of M[illegible] [illegible] and also [illegible] Island, was traced out in 18[illegible]. It has been exposed at several points where it crosses the sedimentary beds, but there it is split up into numerous thin veins of quartz and shows nothing of the great width which it carries on Silver Islet, nor any of the rich [illegible] of that locality yet

been found upon the mainland or upon Huron Island.

The experience gained in the working of Silver Islet Mine since its discovery has, in the main, confirmed the description here given of its geological relations.

It will be observed that the diorite dips at a high angle southward and that the workings have never been productive outside of it. Indeed, there are large areas of the vein enclosed by diorite walls on both sides which have yielded no ore. It is necessary to mention that the vein itself dips at a high angle to the eastward, and that Mr. Carson's section shows the rocks adjoining the vein upon the hanging wall only. On the west side of the vein it has been found that the diorite extends further south than on the hanging wall. The line of the vein is therefore also the line of a fault which has moved the rocks on the west, or rather southwest, side of the vein eighty [illegible] feet.

It is worthy of remark that the rocks intersected by the [illegible] to [illegible] are as highly inclined [illegible] flagstones and shales.

The Silver Islet vein has exhibited a most remarkable phenomenon which deserves mention here. The following is a description of it taken from a letter dated 24th of January 1872 from Mr. W. B. Frue, to the writer:

"On December 28th, while a party of miners were engaged in drilling a hole at the end of the drift on the eighth level, the drill broke through into a small cavity or vug. Water at once commenced to flow—in large quantity however—and one of the miners took a candle to look into the hole, not being aware that there was a large escape of gas with the water. The gas instantly took fire, sending a flame out from the end of the drift for more than forty feet. The men, of course, threw themselves down on the bottom of the drift, and remained there until the flame subsided, and then went out to the shaft. After they had got over the fright they undertook to return into the drift, but when within forty feet of the end of the drift the gas again ignited, filling the level with flame to within three feet of its bottom, the flame extending along the back of the drift, and burning for a distance of one hundred and fifty feet towards the shaft. The men again took shelter by throwing themselves down on the bottom of the level. Some time after this the men walked into and through the entire length of the drift without any light and inserted a wooden plug in the hole through which the vapor and water were escaping. On the following day no gas was discovered in the drift until a candle was brought close to the plug in the end of the level, when the gas again caught fire, giving a jet of flame about one foot long, which has been burning ever since."

This is, I believe, the first instance on record of the occurrence of an inflammable gas in a silver mine, and probably indicates that the rocks near Silver Islet are of much more recent age than has been generally supposed.

MINING

The discovery of Silver Islet in 1868, the full descriptions given of it and the specimens of ore produced, valued at $[illegible]246, were insufficient to induce the Montreal Mining Company to go into vigorous mining operations. The leading men of the shareholders were apparently in favor of selling rather than working, and the finest specimens found their way to England, where they were exhibited and afterwards sent to Swansea to be sold and smelted.

The summer of 1869 was exceedingly stormy and it was only during the calmest weather that any operation was possible. The cartridges procured for blasting under water entirely failed to work, but, nevertheless, 2485 pounds of metallic ore were produced and shipped to Montreal. On the 5th of August was begun a kind of shaft in the centre of the islet, from which it was intended, on attaining sufficient depth, to crosscut to the vein. That this plan would have proved perfectly successful is evident from the fact that

has since been sunk and connected with the said vein, and is now known as "Macfarlane's Shaft." During the fall of 1868 a shaft-house was built on the Inlet and a boarding house, a storehouse and stable on the main land, at a point known as Silver Inlet Landing. In the winter of 1869-70 a party of twelve men and one horse remained on Wood's Location. They were instructed to continue sinking the shaft, to take advantage of any opportunity afforded by the formation of the ice to excavate more ore from the outcrop of the vein, and when work at the Inlet was impossible to cut timber in the woods for the crib-work proposed to be constructed the following season.

The sinking of the shaft had to be discontinued on account of the inflow of water but the excavation of ore was very successful. The ice formed around the inlet, and kept unbroken for nearly two months which facilitated the work very much, keeping the water perfectly still, and affording the men a convenient platform. The blasting under water with cartridges made on the spot by Mr. M. [illegible], was successful, and extended over about thirty feet of the vein. The loose veinstone was then fished out of the water by means of long tongs constructed on the spot, long-handled shovels, etc.; then hauled to the mainland, and there sorted. In this way nearly five tons of ore were produced and shipped to Montreal in the spring of 1870. The following is a statement of the entire amount of ore produced during the operation of the Montreal Mining Company with my assays and estimates of the value of the silver it contained:

When Produced	Net weight lbs.	Perc'nt'ge of Silver	Ounces per ton of 2240 lbs	Value per ton of 2240 lbs	Total Value
1868	1,136	5,169	1,689	$3,405.00	$ 1,949.61
1869	3,436	2,298	689	1,411.25	[illegible]
	4,080	4,346	1,417	[illegible]	[illegible]
			Of 2000 lbs.	Of 2000 lbs	
	[illegible]	5,147	1,680	2,160.90	1,324.37
1870	17,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	28,440				[illegible]

The above ore, after being sold or smelted, realized the following quantities and values of silver:—

When sold or smelted	Where sold or smelted	Net Weight lbs	Ounces per ton of 2240 lbs	Value per ton of 2240 lbs	Total Value
Sept [illegible] 1869	Swansea	208	397	$ [illegible]	$ [illegible]
Sept [illegible] 1869	New York	[illegible]			[illegible]
Sept. [illegible] 1869	Swansea	[illegible]	[illegible]	[illegible]	[illegible]
Oct. [illegible] 1869	Swansea	[illegible]	[illegible]	[illegible]	[illegible]
			Of 2,000 lbs	Of 2,000 lbs	
Feb. [illegible] 1870	Newark, N. J.	[illegible]	[illegible]	[illegible]	[illegible]
Feb. [illegible] 1870	"	[illegible]			[illegible]
Feb. [illegible] 1870		[illegible]	[illegible]	[illegible]	[illegible]
Feb. [illegible] 1870		[illegible]			[illegible]
		[illegible]			[illegible]

It will be observed that the ore realized $8177.38 less than estimated, and that the greatest deficiency in proportion to the quantity occurs in the parcel of 4080 pounds sent to Swansea. No satisfactory explanation of the cause of the difference was ever received and it was consequently deemed advisable to ship all the ore afterwards produced to Newark, N. J. The parcel sold there in February 1870 resulted very satisfactorily but a discrepancy occurred in the eight and three-quarter tons of

forwarded east. This parcel of ore, on its arrival in Newark was crushed and sampled in the usual manner and as the first assays returned much lower than that of the sample taken at Silver Islet, and given above, numerous trials were made by various New York assayers, always with most extraordinary differences as to yield. It is extremely probable that these differences were owing to the impossibility of effecting a perfectly equal distribution of the metallic grains through the mass of the sample. Mr. Halbach refused to account for more silver than his assay indicated and efforts were made to effect a sale of the ore elsewhere than in Newark, but without effect, and it was finally treated by Mr. Halbach on the basis of his assay.

The facts connected with the production of ore in the winter of 1869-70 were published in the American papers in June, and attracted much attention in England and the United States. That ten men had been able to produce [illegible] worth of ore, and the actual time employed by them in so doing, induced the Montreal Mining Company to proceed to work the Silver Islet vein. The experience gained during the summer of 1867 had convinced them that very strong and extensive works would be necessary for getting the [illegible] site in place and securing [illegible] so as to prevent it being washed away while in process of erection by the heavy seas which rising gales suddenly bring in from the lake. [illegible] estimated that [illegible] $50,000 would be required to establish a mine on the islet and recommended it as being to the interest of the stockholders that the company itself should work the mine.

In the event of their being unwilling to raise the necessary capital, it recommended efforts on the part of the board to sell the Silver Islet property, and not only was it decided to sell Silver Islet, but the idea was adopted of endeavoring to effect a sale of the whole of the company's property on the strength of the discoveries already made. Negotiations were carried on for this purpose during the spring and summer of 1870, which resulted in the transfer of the whole property into the hands of certain capitalists in New York and Detroit in September.

The first intimation that I had of the sale of the whole property was at Silver Islet on the night of 31st of August, when the propeller "City of Detroit" arrived, having on board Mr. W. B. Frue, a working party of about thirty men, two horses, machinery, stores, provisions, etc., and having in tow a large scow and a raft of large square timber. The propeller discharged her cargo next day and operations were begun at once and vigorously to construct a permanent mine on Silver Islet. In spite of severe weather, extensive breakwaters were built, part of the [illegible] enclosed by a coffer-dam, the water within the latter pumped dry, a considerable amount of mining done and about seventy-seven tons of ore shipped before the close of navigation. The time devoted to mining was about four weeks, and the last shipment was made about the [illegible] of November. About [illegible] were expended in the above operations, and in making provision for wintering, long before any returns were obtained from the ore. Indeed it was not until March 1871 that the smelting of the first shipment at Newark was completed. I was employed by the new company to superintend the sampling of this ore, and the following statement shows the value of the ore produced by them in 1870 according to my assays.

No. of Parcel	Net Weight lbs.	Percentage in Silver	Ounces per ton of 2000 lbs.	Value per ton of 2000 lbs.	Total Value
	34,862	3.561	734.3	$ 840.90	$ 4,749.51
2	16,682	2.[illegible]46	828.6	871.88	4,730.40
3	17,323	2.590	854.5	812.00	[illegible]
4	17,972	2.973	867.1	1,015.71	[illegible]
5	18,379	1.356	978.[illegible]	1,263.4[illegible]	16,847.3[illegible]

6	16,814	3.390	964 9	1,242.81	9,494.09
7	18 129	4,343	1,266 1	1,635.24	16,454.17
8	17,139	4.667	1,297 9	1,708.48	15,112.73
Metallic grains	38	15.186	4,144 9	5,604.83	88.88
Specimens	427	9.060	2,653 4	3,421 59	519.86
Metallic grains	3	67.452	19,733 5	25,455.84	38.18
	156,243 lbs.	Averaging per ton		$1,305.44	$81,748.09

Messrs. Sulbach's assays of the same ore are given in the subjoined table

No. of Parcel	Net weight lbs.	Percentage Silver	Ounces per ton	Value per ton	Total Ounces	Total Value
1	24,962	2.408	703 9	$ 908.46	12,354.9	$16,965. [illegible]
2	25,596	2.360	686.2	846.24	5,445.1	7,030.40
3	17,523	2.509	731.6	1,028.36	4,847.9	8,262.35
4	17 373	2.904	847 5	1,093 28	7,340.4	9,716.08
5	16,279	3.435	987 8	1,274.32	8,080 4	10 430.39
6	16,814	3 120	924.5	1,192.80	7,856.3	9,480.5[illegible]
7	18,129	4.394	1,280.0	1 536 79	11,570.4	15 [illegible]93.99
8	17 139	4.519	1,315.0	1,696.35	11,266 8	14 536.87
Metallic grains	38	15 136	4,414 6	5,694 64	79.8	93.36
Specimens	427	8 940	2,463.4	3,423 69	265.0	819.91
Metallic grains	3	87.853	12,733.2	15 465.55	26.5	36.[illegible]
	156,549	Averaging per ton		$1 176.80	70,287.1	$91,443.16

While this ore was being disposed of in the winter of 1870-71 Mr. Frue and his men were fully occupied at Silver Islet, where a very stormy season was experienced. During the previous winter the ice had formed quickly and remained till the spring, when it was gradually softened by the heat, moved out quietly into the lake and [illegible] Mr. Frue was, therefore, somewhat unprepared for the great trouble which the different behavior of the ice during the following season caused him. The protection of the cribbing was tedious and hazardous work. The ice did not form solid for any considerable time, but kept floating backwards and forwards the entire season. During much of the time Mr. Frue and his men had to cross the way from the mainland [illegible] rough fields of solid ice recently formed and shortly afterwards, through floating floes three feet in thickness, and of all sizes up to fifty feet square. Toward the end of February severe gales were experienced which sent tremendous force to the floating ice, and tore away cribwork to an extent of one hundred and forty feet in length. The heaviest timber was insufficient to withstand the ice; large logs had their extremities chafed to such an extent as to resemble only huge brooms, and bolts, one and a half to two inches in diameter, were twisted and broken apparently with the greatest ease. After the removal of the cribbing the [illegible] who remained and [illegible] up the coffer-dam [illegible] very short time. The dam itself, however, sustained very [illegible] damage, and, owing to work [illegible] considerably to repair the damage, Mr. Frue was able to resume mining [illegible] afterwards. By the [illegible] of May 18[illegible] an excavation had been made on the rich part of the vein enclosed by the coffer-dam, having a length of sixty-five, depth of thirty-two and an average width of eight feet. By the close of navigation, in November, this work had [illegible] and a depth of ninety feet [illegible] produced from the vein [illegible] 1871 about [illegible] hundred and eighty [illegible] tons of ore, of which the following quantities were realized at Newark in the summer of 1871

[illegible]	Net weight lbs.	Ounces per ton of 2000 lbs.	Value per ton of 2000 lbs.	Total Ounces	Total Value
[illegible]	5,562	1,134.1	$1 539.36	3 619 70	$ 2,042.61
B	4,956	466.4	,590.39	12 538 15	13,409.42
2, A	14,927	1 [illegible]	493.33	[illegible]	13,418.91
2, B	2 [illegible]	1 1 [illegible]	1,311.13	2,[illegible] 0.38	2,654.09
3	17,293	111.4	1 171.40	1,[illegible]0.95	9,738.28
4	9,861	165.0	1,515.82	1 [illegible]	11,385.00
2	14,880	[illegible]	1,406.34	1 [illegible]39.96	2,52[illegible] 51
Metallic grains	373	1 1[illegible]0	5,306.30	772.32	[illegible]
6	7 969	135.7	1,551 31	12 768.73	16,982.85
	6,730	1 1[illegible]1 2	1,474.31	[illegible]	2,309 12
2	7 864	1 115.3	,435.82	[illegible]194.84	[illegible] 12
2	12 876	947.5	,232 1	[illegible]	11,[illegible]
12	12 1[illegible]	907 0	1,179. [illegible]	5,901 21	7 776.67
Metallic grains	[illegible]	415.0	1,846.51	165. [illegible]	904 [illegible]
	1[illegible] 122			104,873.82	$106,[illegible]

It [illegible] to be remembered that the values just given do not represent the amount realized to the [illegible] Both the Newark and Wyandott[illegible] the smelters only guaranteed to return 95 per cent [illegible] the silver contents and charged $ 22 per ton for smelting. Besides the above ore there was produced in 1872 [illegible] another parcel of [illegible] tons, which, [illegible] was lost on board the propeller Coburn on Lake Huron in October 1871.

The total production of [illegible] from the discovery till the close of navigation 187[illegible] was as follows:

	Weight lbs.	Value per ton.	Total Value
Under Montreal Mining Company	37,072½	$1 [illegible]	$ 20115.25
Under new proprietors, 1870	156,542	1 [illegible]	[illegible]
Under new proprietors, 1871 Newark	103,453	1 [illegible]	121,28[illegible] 81
Under new proprietors, 187[illegible] Wyandotte	[illegible]	1 [illegible]	[illegible]
Lost on propeller Coburn	10,000	1,040.00	1,200.01
	1,184,[illegible]	$1,[illegible]	$[illegible]

Mining was continued with [illegible] success after the close of [illegible] 1 187[illegible] The vein was found to be subject to frequent and sudden changes, both as regards size and [illegible] In the fall of 1871 [illegible] narrowed down to six inches [illegible] at some points with scarcely any first quality [illegible] During the [illegible] it gradually widened and became very productive. In Mr. [illegible] reports many such alterations were recorded. He says that in the summer of 1872 the lode became broken up, being thoroughly mixed with [illegible] and wedges of plumbago and [illegible] the [illegible] the mine assumed anything but flattering appearance. Mr. [illegible] writes [illegible] on the subject as follows:

[illegible] the lode [illegible] suddenly changed in character and produced up to May 1st, 1872 [illegible] tons of rich packing ore, worth $ 500 per ton. During May and the early summer the vein disappeared almost entirely being broken up into stringers and feeders. Later however there was a decided improvement, which was again overshadowed by a passing cloud and [illegible] in extending the [illegible] north on the forty a very promising show of silver had been opened. I had often seen the vein [illegible] richer [illegible] than [illegible] appeared [illegible] at [illegible] close of navigation 187[illegible]

The severe storms which marked the winter of 1872-73 put in an appearance again in that of 1873-74. About the middle of November Mr Frue reports, "we were visited by a heavy storm from the southwest which did considerable damage amounting in all to about $2400. On December 1st we were again overtaken by a southeaster which came on in terrible fury and seemed for a time as though it would sweep everything before it. It tore away nearly 250 feet in length of submerged cribs and caused a loss of 20 000 feet of timber 7½ tons of bolts and nearly 4000 tons of rocks (used in loading the cribs) the total destruction amounting to a little over $6000 besides the carrying away of the upper portion of the main breakwater. This work had an altitude of nearly twenty feet above the level of the lake, eight feet in width at the top, and nearly sixty feet in length of it was carried away, the breach being directly in the centre. The blacksmith's shop, which stood inside of the breakwater and about forty feet from its outer face, was completely demolished. In fact rocks were whirled around the island like hailstones, and a number of buildings were damaged to a considerable extent."

The ore produced from 1872 to 1875 inclusive was treated at the Wyandotte Works and contained the following quantities of silver

Season of 1872	$10,344.02	ounces
" 1873	259,743.77	
" 1874	250,491.75	
" 1875	146,842.40	
	916,422.04	ounces

At $1.30 per ounce the value of this product amounts to $1,[illegible]5,718.45.

Part of the product of 1875 was in the shape of concentrates from the stamp mill, which had been built at a cost of $80 000 to [illegible] the vein-stone of inferior quality which had previously been laid aside as too poor for shipment. This mill has fifty stamps and twelve Frue vanning machines and produced about one ton of concentrates from 50 tons of poor veinstone.

The following statement gives the [illegible] of [illegible] the ore stamped and the concentrate produced from May 1875 to November 1876

Month		Tons Rock Stamped	Product Concentrates Tons lbs.	Total ounces silver contained	Total cost of Dressing
May	1875	941	1434	10,2[illegible]	$ 1,2[illegible]
June		1,063	11 32[illegible]	11,550	3,043 59
July		1,079	28 1104	3121	5,437 28
August		762	20 1[illegible]	1[illegible],233	9,308.23
September		1 506	36 133	11,564	9 908.21
October		1 578	31 943	14,410	2,640.11
December		1,643	31 347	1,549	1,173.90
January	1876	1,544	30 1834	5,890	1,068 94
February		1,411	38 1312	15,266	2,344 59
March		1,690	31 651	11 754	3,[illegible]
April		641	10 1476	8,201	1,7[illegible]
May		479	13 [illegible]	9,414	9,[illegible]
June		1,[illegible]	[illegible] 1981	0,504	2,[illegible]
July		1 [illegible]	41 978	[illegible]	1 768.47
August		1,[illegible]	39 1591	9,537	2,843 94
September		1,586	38 1752	0,050	2,[illegible]
October		1,590	38 1[illegible]	9,234	9,594.35
November		1,404	[illegible] 184	[illegible],389	2,098.98
		24,[illegible]	645,1[illegible]	[illegible]	[illegible]

2040

These figures show that 8.38 ounces per ton were extracted from the stamp rock and concentrated in a product containing 412 ounces per ton, at a cost of $1.87 on the original ore.

The unfavorable changes in the Silver Islet vein, which occurred in the fall of 1875, continued up to the close of 1876. The new levels which had been opened up, the eighth and ninth proved wholly unproductive although no difficulty was experienced in following the working on the vein. The vast amount of exploratory work by means of a diamond drill also failed to discover any deposits of rich ore. The consequence was, of course, great financial embarrassment and an almost entire cessation of work during the summer of 1877. In August of that year work was resumed, and up to December 23rd 556 ounces of silver obtained by stoping in the upper part of the mine. It was even proposed to [illegible] the mine and the lake, [illegible] for [illegible] still [illegible] for [illegible] the summer of last year a [illegible] of rich ore was [illegible] in the fourth level south of the shaft, which in a few months yielded 18,031 ounces of silver, a quantity amply sufficient to remove the mine from its embarrassment and provide a reserve of working capital of $200,000.

I have not found it possible to ascertain the amount of the product year by year subsequent to 1875 but according to information received from C. E. Trowbridge, Esq., Secretary of the Silver Islet Company, there has been extracted since the commencement of operations, in September 1870 and up to the close of navigation in 1878 [illegible] ounces of refined silver with a value of $2,911,727.21. If to this we add the value of the ore taken out immediately after the discovery by the Montreal Mining Company we have a total yield of $2,911,[illegible]. With regard to the production of the present year it consists almost exclusively of concentrates, but its value is very certain to exceed $40,000 and I think that at the end of the season the total yield of Silver Islet Mine since its discovery will be found to have reached three million dollars.

The question of the future of Silver Islet Mine is one of very great interest to many besides those pecuniarily concerned. When visiting the mine in July 1877, the vein appeared perfectly well defined on the ninth level but nothing in the shape of ore was to be seen. The vein was said to possess the same character in the inclined shaft sunk 100 feet deeper than the level, and to a point about 844 feet from the surface. This shaft was filled with water at the time of my visit. The vein below this point has been tested by a drill-hole, 346 feet deep, in which traces of silver ore were detected. Even if we suppose that trace is the clue to another bonanza, the fact still remains that from the sixth level to the deepest working, a distance of 300 feet, the vein has been found to be unworthy of excavation, and then [illegible] the same [illegible] when the mine was first opened was supposed to [illegible] a remunerative vein. In view of this fact and of the circumstances that the recent rich discovery was made at a point where only [illegible] could have been [illegible] it becomes a question whether the [illegible] of the [illegible] of [illegible] has [illegible] below the [illegible] level and to the north of the shaft [illegible] to be prospected. That [illegible] has so far been found [illegible] owing to the [illegible] of the [illegible] large [illegible] ore seem to be stowed away in comparatively small space. If the theory here referred to is unfounded and the vein in the adjoining [illegible] and shales be really as promising as that crossing the [illegible] then the amount of ground available for exploration on it and east of the mine, is immense. As a matter of fact the horizontal strata elsewhere in the district have been found to contain silver bearing veins, but, as [illegible] have failed to afford foundation for a remunerative mine. In either case the future of Silver Islet Mine depends mostly on the care [illegible] of the manager and his assistants in de-

[illegible] minute traces of ore and their skill and perseverance in following them. It would seem altogether unwise to depend upon any preconceived notion as to the manner in which the valuable minerals occur as ought to occur in the mine, for it must be confessed that hitherto the chemical geologist has rendered but very slight assistance to the practical miner in his search for the remunerative parts of a vein. The best guarantee for the future is the past history of the mine, which proves that rich deposits may be stumbled upon at an unexpected part of the ground already opened up.

I have thus endeavoured to record the principal facts which have come to my knowledge regarding this extraordinary mine, all in vain. Its story ought to teach Canadians, among other things, to have more confidence in the mineral resources of their country. That over three millions have been extracted from a bare rock in Lake Superior with an area not exceeding a thousand square feet, ought to increase our faith in the vast unexplored regions which stretch away to the north and northwest of us. But let us not, in the [illegible] of new discoveries, palm off one worthless mine nor, on the other hand, starve those of good promise. Neither let us, when we find another productive mine, tear out recklessly all the ore in sight. The product of a mine, like that of a farm, cannot be forced beyond certain proper limits without bad consequences. Let reserves accumulate in our mines as the state formerly did in our financial institutions, and mining will become as profitable as banking, if not more so. The opposite system, "picking the eyes out of the mine,"

[illegible] has [illegible] Germans [illegible] has caused the ruin of such mines as the [illegible] in Nova Scotia, and the Acton in Quebec. [illegible] good luck than by good guidance, but a similar fate has not yet overtaken Silver Islet in Ontario.

This remarkable mine was regularly exploited with varying results until 1884. In the late fall of 1884 a fierce snow storm delayed the supply coal barge to such a degree [illegible] south shore port. After the cessation of the storm, which lasted some days, he again found that his crew had deserted and he was unable to secure more hands. He was thus forced to [illegible] the winter [illegible]. The storms of 1884–5 along with the "seepage" through the rocks, did their work, and when the summer of 1885 arrived the shafts, the innumerable galleries and passages, and all approaches thereto, were filled with water.

Thus came to an unfortunate termination the active existence of one of the most remarkable silver mines in the world. What its future may be is indeed problematical. Buried [illegible] feet under Lake Superior are, no doubt, colossal treasures if they could be easily reached. But the task of pumping out the millions of gallons of water would be a very costly proceeding, estimated at probably $[illegible]. It may yet be that, when the present more [illegible] mines which are now so prominent a mining [illegible], have come to a happy end, some courageous prospector will wrest, as his reward, may unearth the vast secrets of the subterranean recesses of the little Silver Islet.

W. J. HAMILTON

HIST. SOC.

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The Thunder Bay Historical Society

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PAPERS OF 1911-1912

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Peter McKellar

PRESIDENT OF THE HISTORICAL SOCIETY

President's Address

PETER McKELLAR, Esq

Fort William Ont. Nov 17 1912
The President's Address for 1911 and 1912.

To the Officers and Members of the Thunder Bay Historical Society I beg to make the following short statement

In this the third Annual is included the work of two years. The work progressed as usual, although I had been away in eastern countries during five or six months of the time There have been nine or ten valuable papers on original matter presented which will appear in the Annual Besides these papers many interesting reminiscences of by-gone days were indulged in that would be worthy of presentation and will no doubt be largely absorbed in papers later on We are gathering considerable knowledge of the early days of Thunder Bay—let us continue the good work for the benefit of those who come after us

Since writing the last Annual No. 2 we have been fortunate in securing in the Carnegie Library a comfortable place for holding our meetings and also a safe place in which to store papers, books and valuables For these conveniences we are indebted to the city and Miss M. Black the Librarian

We have also been fortunate in securing an annual appropriation of one hundred ($100) dollars, to assist in our publications, from the Provincial Government through the help of Mr C W Jarvis, our worthy M P P

Our Society is becoming widely known and we have received quite a number of letters inquiring for our Annuals and other information about the early history of our district We have tried to satisfy their demands and mailed a number of the copies

We have not yet succeeded in formulating a scheme for the museum but in the meantime we have the valuables safely stored in a vault

I regret to have to record the death of two of our members Mr Robert M Hamilton, merchant and a favourite especially in the social and musical circles in the twin cities Mr John McLaurin was a respected pioneer of Fort William and a contributer to our first Annual

We are expecting many more of the citizens of Thunder Bay to join the Society and help a worthy object along

The Pioneer Banquet is still in the air but we fully expect to bring it to earth during the present year

I thank the members for their fidelity to the cause and I may especially mention Miss C C Grant, our Secretary-Treasurer who with the assistance of Miss M Black, faithfully attends to the clerical work of the Society

PETER McKELLAR.

Miss C. U. Grant

Secretary-Treasurer's Report

Miss C. C. Grant

The work of the Thunder Bay Historical Society for the years 1911 12 has been most encouraging. Great interest has been shown in the proceedings of the Society and there has been a gratifying increase of membership.

Since the last Annual report appeared seven meetings have been held, at which the papers printed in the following pages were read and discussed.

An era in the history of the Society was reached in August 1912, when for the first time the meeting was held in the handsome new Public Library. Through the kindness of the Librarian, Miss Black, the strong box in which are stored books, papers and documents of value is deposited for safekeeping in the vault of this building. Thanks are due Mrs. Anderson of Preston, Minn. and Mr. J. J. Wells, Fort William, for valuable historical gifts of maps and photographs preserving scenes of the Fort William of long ago.

One of the most enjoyable meetings was that held at the home of Miss Doble, Regent St., Port Arthur. Refreshments were served and a social time enjoyed, after the business of the evening was concluded.

It is very gratifying to report that the Government has shown quite an interest in the work of the Society inasmuch as an annual grant of one hundred dollars is to be given it, to be used towards the publication of an Annual Report dealing with the work of the Society. The balance on hand in the treasury at the beginning of 1911 was $24.85. Since then $25.00 has been received in fees which with the Government grant of $100 leaves a balance in the bank of $149.85. There has been no expenditure.

Respectfully submitted

CHRISTINA CAMERON GRANT

January, 1913. Sec.-Treas.

Our Public Library

Miss M J L Black

The following interesting article on the public library was given by Miss M J L Black at the meeting of the Historical Society last night.

To anyone familiar with our Public Library the thought that its history is to appear in the annals of our Historical Society must seem more or less ridiculous. Its history is still to be made it has no past and is full little present, and even what might possibly be called its past is lost to us for the time at least as we have not even a record of the minutes of the Board prior to 1897

According to legend though the Library was organized as the C P R. Employes Library in 1885 and it first found a home in the old C P R roundhouse at West Fort. Mr John Whitehurst was a member of that first board and has occupied the same position ever since In him the Library has always found a most enthusiastic supporter

In those early days the C P R fathered the organization in a way that was beyond criticism They provided free accommodation and janitor and also gave an excursion each summer in its benefit. On some occasions they made as much as $1,200.00 However the Company grew weary in well-doing, and gradually curtailed their generosity till finally they charged for every service rendered to the Library The result was disastrous though the Library had many faithful friends who succeeded in keeping it alive for many years in spite of the difficulties by which they were surrounded

As I mentioned before the first official records that we have of the Board are the minutes for the meeting of January 12th, 1897 Mr S Phipps was then president and Mr Bowman Secretary Librarian. The rest of the Board was made up of Messrs Hodgson Reading, Cumming Whitehurst Gorrie, Harriman Hamilton with Messrs Hanna and Corbett as auditors It is recorded that at this meeting there was a sale of periodicals which netted $26.20 Evidently the Board did not realize the fact that in those papers they were parting with the most valuable part of their library to recover which we would give a good deal Apparently in those days the Board only met when there was special business to transact, for the meetings are few and far between and usually deal with the management of the annual picnic.

In January 1903 the Secretary reported a membership of nearly one hundred but the minutes display a spirit of depression that is rather pitiful Evidently the finances were in a pretty serious condition and must have become more so for there is no record of any meeting during the year 1904 Many thought that the library was dying and some were sure that it was dead and should be given a decent burial They failed to see that it was just the calm before the storm the dark moment before the burst of the rising sun Reading between the

From one of the minutes of the two meetings that occurred in 1905 one cannot fail to see the beginning of the renaissance of library work in Fort William. During these meetings it was suggested that the Library should be moved to a more central part of the town and at the January meeting in 1906 it was moved by Mr. Speed and seconded by Mr. E. E. Smith. That the C. P. R. Library of 2,000 books with all apparatus, be merged into a town library and that a committee be appointed to interview the town council in regard to the matter. The City Council met the committee half way and agreed to provide accommodation in the City Hall, and also light and janitor.

From this point on the Public Library's course has been clear sailing. It was organized as a subscription library with a membership of one dollar and by the end of 1906 it had a membership of 182. Towards the end of 1907 arrangements were made to have the books classified according to the Dewey method and in January 1908 a bylaw was passed granting the library an income of a half mill on the dollar on all rateable, real and personal property in the city with the understanding that the Library should be absolutely free. Early in the year arrangements were made with Mr. Carnegie in regard to a gift for the erection of a suitable building.

Though in the "past" 1910 is too near us to attempt to give any record of what occurred. However it might be well to record in our historical annals that in that year was instituted the first Children's Story Hour and that it also saw the first Travelling Libraries sent out into New Ontario through the means of the Fort William Public Library. The year closed with a membership of 1976.

A. A. VICKERS, Esq.

Treaty Making with Indians

A. A. Vickers, Esq.

At a recent meeting of the Thunder Bay Historical Society held in the City Hall on Friday evening last a most interesting account of Treaty Making with Indians was given by Mr A. A. Vickers. His narrative was taken from a diary of his father the late J. J. Vickers who came here for the first time in July of 1859. The following extract therefrom will prove of interest to members of the Historical Society.

J. J. VICKER'S FIRST TRIP TO FORT WILLIAM

Wednesday 29th June 1859.—Left Toronto by the 6 p.m. train to Collingwood got there at 10 p.m. went on board the Steamer Rescue but the boat did not leave on account of storm.

Thursday morning.—Got under way at 5 a.m., rather calm but heavy sea on. Got up at 8 a.m. could hardly stand to dress. Had light breakfast at Chesley. Captain Dick and I talked till noon. At 3 o'clock we passed between Bears Rump and Flower Pot Islands and can see Manitoulin in the distance. Called at Bruce Mines at 5 a.m. Friday and started for the Soo at 6.30 Friday.

Reached the Canadian Soo at 11 o'clock saw J. Wilson Pim and Simpson crossed to American side to coal and walked through the village. At 4.30 we got through the canal and started for Michipicoten Island 12 hours run where we expect to spend some hours and pick up precious stones.

Chesley has an Indian interpreter named Johnson to speak to the Indians at Fort William.

Saturday 4 p.m.—We arrived at Michipicoten Island at 9 a.m. had to lay to in the lake from three to six in the morning from fog so thick could not see one inch and tremendous storm. found the south side of harbor very pretty and us to safe got agates and spar stone. Captain caught speckled trout, others take guns but shoot nothing this evening we start for Fort William and hope to reach it in the morning. 8.45 p.m.—At sea, we have some of the speckled trout. It is still daylight, but getting dark and very cold. I believe it is always cold here. In the cabin a good overcoat is only comfortable.

Sunday morning, 8 a.m.—About to pass Thunder Cape 15 miles from Fort William, the water here very cold. One o'clock just about to row to Fort William after dinner Indians come on board some painted look very funny. Got to Fort William, see Mr McIntyre who receives us kindly. We are now squatted on the grass smoking, fine of us. Chesley gone into house to see Mr McIntyre. On his return we propose going up the river to inform the Red Man to hold a council tomorrow. Have been up and arranged matters for tomorrow. I take down questions and answers.

Indian Council held Monday July 4th, 1859.

Rev. Father Chene complains at whiskey having been given to the Indians on boat. Chiefs present—John Qytwary over 100 years old. Wm. Kebishkokigigons Shkany in English Shebakgik or Shebehghaghick. Father Chenis raised the objection that the chief outside the house did not belong to his tribe. Number of Mission Indians present 28. Pagans 33.

Chesley to Johnson. State to the Council to offer to the Great Spirit our thanks for the peaceful mission at this station. I have some words to address to the tribe called Fort William Indians. I am sent to speak these words being Second Officer by their Father the Governor General to treat with them on the subject. Although I appear before you as a stranger I am

nevertheless familiar with their habits, having studied their manners for half a century, 45 years of that period I have been an officer at the Government. The greater portion of that time I have been sent among their brethren. I mention these circumstances to assure them that I have the Red Man's interest at heart, if then I succeed in showing them that the Indian Department is their friend, I am repaid for my trouble

Before proceeding any further, I will read the authority I hold to negotiate with you; when I am done I will sit down to await your answer; if you then speak to me I will then explain the object the Government have in view. Mr Chesley reads his authority and instructions from the Indian Department and Crown Lands Department they accept Mr Chesley and his authority

Johnson says He is directed by the Chief and children we are not at all times prepared to answer says he is grateful to the Almighty for the privilege granted of considering it today We recognize you as he is our Father and sent on by the Governments to treat that is all we have to say at present.

Chuetey the Interpreter Says the subject is not new it is important that they should make up their minds at once as the steamer awaits I hope they will see all expedition Mr Chesley reads the proposition and shows the portion of reserve required Have they any idea at coming to an understanding today? Would like that they should Wee perk or something to eat Sorry he was not prepared did not know it was the custom or would have brought some Mr McIntyre said he would furnish it, so all they go to have a grand treat of bear and pork

We met again at 4 p.m. Interpreter repeats You have heard what your great Father has to say to you we wish your reply Chief stands up shakes all our hands says he to get thing very old, he is not able to interpret his words but is anxious to relate what occurred at the treaty with Lord Elgin in 1850 He depends on the Almighty If the Master of Life succeeds in his undertaking he will also succeed He was present at the treaty of 1850 and heard the words made use of there He saw Lord Elgin and Mr. Robinson seated on his right. They made a proposition at that time to purchase the property of Indians from Penetanguishene to Hudson's Bay that was demanded from them and ceded to the Government. At first payment was made $6.00 a head the treaty will tell what was done them. "I do not want to remove anything from the former treaty, I merely want to state for my young men what did occur Mr Chesley says I would rather not. I cannot alter what my superior has done. Chief says he is authorized to speak in a preliminary style that my young men will be ready to speak—all the words you have may have in him he made already but require reflection my life will soon pass away but my young men must be considered. Previous to going to Treaty at [illegible] they had made out the boundary from this to Detroit, and desire to know what it is They think the reserve is made smaller Mr Keating was secretary and instead of making it six leagues he made it six miles We were asked at first if they were satisfied to take one whole or this side or one-half

ADDRESS TO CONSIDER.

Deputy Chief addressing what refers to Chuenas as Priest, who taught them to respect God then repeats the words to all present Are all willing to give up reserve provided they get the eighteen reserve of six leagues anywhere? I was under the impression that the government sum would be at great benefit to one I was told by the white people to consider worth more than heretofore We will relinquish this reserve provided we get land same size and some improvements as at present in mild time they make sum of money for removal to new reserve Mr Chesley says Tell them I have heard their proposition and will report though I have no idea the Government will accede to their request they ask too much for the land Chief says The Indians living near Montreal have never been neglected why should we be?" Chesley explains

how it lands in blockaded etc Chief We are under the impression we would like to wait till tomorrow morning. Chesley I wish to convey to the people that I come to warn them, and if these difficulties arise, we cannot promise to protect them though the Department will do all they can for them

CONSULTATION

Chief We comply with the wishes of the Governor-General we relinquish a portion of the reserve giving a description of lands etc We had tea with Mr McIntyre lots of cream and hard boiled eggs. After this we went on board Steamer Rescue, being at anchor outside the bar of Fort William. Herrick name with us we had games of whist, then to bed

Tuesday July 5th 1850.—To breakfast then on shore to see our Indian friends We now go to Pagan Camp. Chesley to Johnson I wish you would tell the people present that I am a little disappointed not receiving a more satisfactory answer Yes Do you consider you have equal right in reserve or division thereof? Yes. Do you receive equal benefits from lands although we have not commenced to cultivate? Our intention is to do so Tell them their representation through Mr Dawson has reached the Government and their not having embraced Christianity is for themselves to consider but promises them half the reserve and tell them they will have the same proportion and protection against the inroads of the whites and Mr Dawson states their willingness to comply with Government request. In regard to report of Mr Dawson he heard Mr Dawson stated so.

Chesley says My instructions are to get an unanimous expression if not to get the majority he is anxious before returning to get their opinion on the subject All the Indians in favor of relinquishing reserve were surprised because in 1850 Mr Robinson said the minerals therein were sold and they received the benefit, they were told they were to be settled, but were not yet that took us by surprise. They told Dawson what they wanted they wished to lay their log with care, as you cannot lay a log carefully in one day and they also consider among themselves what size their lots should be Chesley I would they would give me in writing something to show their father the Governor-General of their willingness to give up their one-half of reserve, and to have it witnessed Yes How many do you number?" Chesley asks. Cannot tell he offers them, if this be approved by the Governor-General one dollar a head all round They want to be in possession of a parchment to keep. You shall have it so soon as I get the consent of the Governor-General

We then crossed to Fort to see the Christian Indians. They say We met in smoking council last night and have deliberated all night, and have come to the determination of reserving to ourselves 160 acres for each family some of the young men are about to marry and they want to be included How many families are there and where do they select? They tell where they are We now arranged Treaty Mr Chesley writes copy to present to Governor-General We all signed as witnesses [illegible] ended the Indian Treaty

I bought a splendid pouch and pipe from the old Chief Then we went on board after enjoying Mr McIntyre's hospitality got caught in a thunder storm Mrs McIntyre and children came on board with us Chesley took off his coat to cover the children 3.30—Off we go, now for home

Wednesday morning 9 a.m.—Here we are lying in in a fog, fear going too close to Mish picoten Island where we have to call for three men left on our way up. Mrs McIntyre has been sick all night no female on board to take care of her Sea smooth still fog cannot stir 6 p.m. dare not move, we try to amuse ourselves playing whist and smoking.

Thursday morning 7 a.m.—Here we are 24 hours in fog not able to stir one foot It is no joke and even now there seems no chance of steering off Fear we cannot get home by Saturday as hoped to, we cannot leave these poor men on the Island we will do all

day but they don't hear us, and we only suppose we are near island. One o'clock—Still fog. Captain thinks he will try and find island.

Thursday evening—36 hours in fog.

Friday morning—56 hours in fog made steam slowly and sighted island but not any better off than before. No sign of the men. 11 o'clock sighted island closely sent boat to look for men, all on board in great suspense. We see our boat returning alone. When near they shout, "We found them." We then see we all shout with joy. This was another boat coming towards us and about 12 o'clock. They had provisions for several days but we did not know that. Now we are ready to start for Sault Ste. Marie but cannot get to Collingwood before Sunday.

Saturday morning 6 a.m.—Just in Soo Canal—fog again near the mouth could not enter till this morning and hope to reach Collingwood about 9 this evening.

Sunday night.—Here we are at last at Collingwood. We start at 5.30 in the morning for home sweet home.

Monday morning, July 11th, 1859.—On the cars all right now once more on dry land. This ends my first trip to Fort William.

Paper by Peter McKellar, Esq.

Fort William Oct 23 1911

The Right Honourable, the Prime Minister of the Dominion of Canada
Ottawa Ontario.

The Council of the City of Fort William would respectfully call your attention to the valuable pioneer services rendered by the late Simon J Dawson, C E M P P and M P in opening up Western Canada.

During forty years of the best days of his life he was engaged in important works for the Government, exploring surveying, engineering and mapping out undeveloped territory and also legislating in Parliament To those words were included the superintendency of opening up new lines of transportation such as the well known Dawson Road also conducting negotiations with the natives prior to regular treaties Afterwards his experience was helpful to the Government in drafting treaties with the Indians

In 1869 Mr Dawson was directed by the Dominion Government to prepare and provide means to conduct a military expedition from Thunder Bay to Fort Garry on the Red River through a wilderness of about five hundred (500) miles The famous Colonel Wolseley expedition of 1870 consisted of about three thousand men soldiers voyageurs and natives During the winter Mr Dawson had large wooden bridges built across the Kaministiqua and Mattawa Rivers, and also 15 boats with flat bows He also had the necessary voyageurs and supplies in readiness for the following spring He was in charge of the transportation branch of the service and so well did he supply and conduct the affairs that the expedition was a great success, without an accident worthy of record and for which accomplishment Mr Dawson received the thanks of the Imperial and Dominion Governments

Mr Dawson had done much for the country during his lifetime yet, in his latter years he was in straightened circumstances. The pioneers of the Thunder Bay District feel that he was deserving of better treatment from the Government than he did receive Whatever means he had accumulated in active life he invested in mining enterprises in the Thunder Bay District, but like many others he lost it, yet the country gained by the expenditure

Mr Dawson came to Canada from Scotland when a boy His uncle Colonel Miles MacDonnell was the first Governor of Assiniboia, and cousin of Lord Selkirk. One of his brothers was a member of Parliament and another one was a well known Catholic Priest in Ottawa. The Dawson Genealogical Tree is extant, and an honorable one extending back for many hundred years

Mr Dawson has passed beyond the means of earthly aid but the Government could well and justly help his only surviving relative by a small annuity to relieve her pecuniary distress during her remaining years This council therefore, would respectfully ask of you to use your influence with the House of Commons to provide

some means of sustenance for Mary E. Dawson (Mrs. W H Fuller) during the rest of her lifetime. She is the niece and also the last member of a worthy family line. Through misfortunes she has in advanced age been left a widow almost destitute. She has not been used to roughing it, and at this time of life to leave her without means of support would make a blot on the Canadian people—in view of what the family have done for the country in the past.

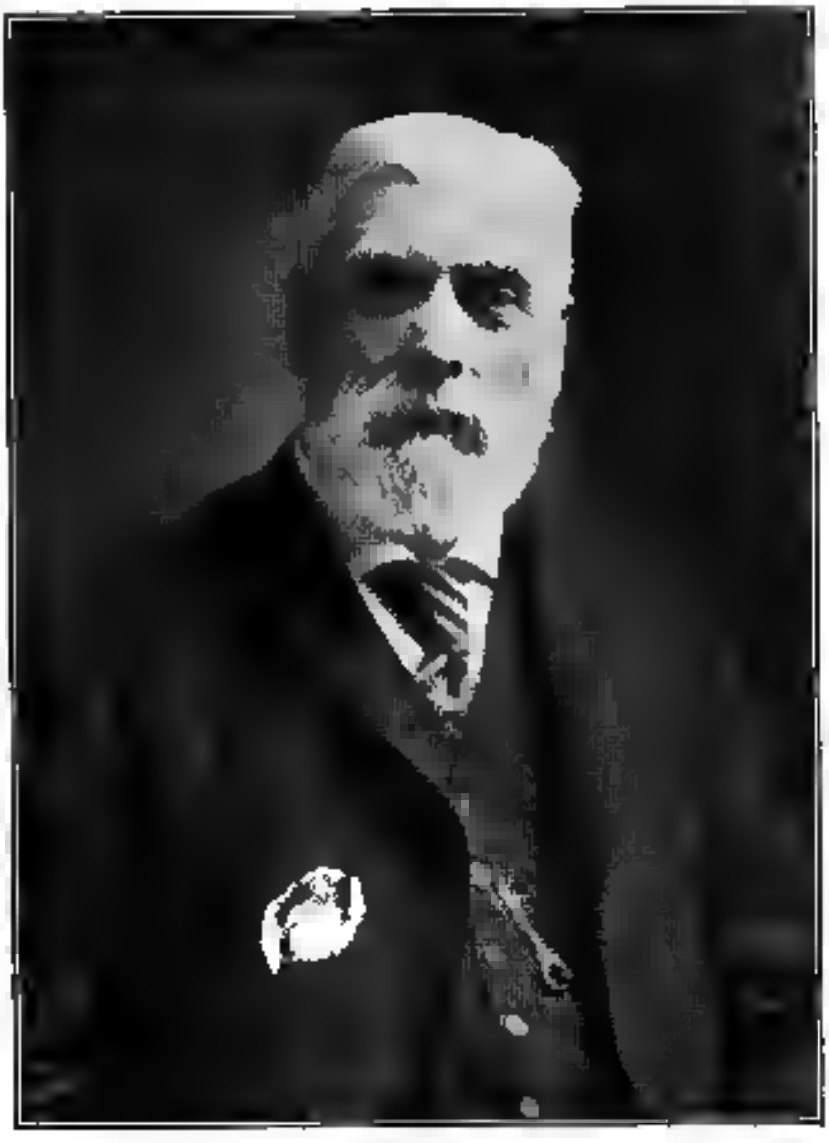
S. C. YOUNG
Mayor

A. McNAUGHTON
City Clerk.

The foregoing petition to the Honorable the Prime Minister of the Dominion of Canada, was drawn up and submitted to the City Council by Mr. Peter McKellar the present President of the Thunder Bay Historical Society.

P.S.—I will present to the Society a framed picture of Mr. Dawson, which was presented to me by his niece, Mrs. E. Fuller.

PETER McKELLAR



Dr T S. T Shell s

The Origin and History of the Fort William Relief Society

By Thomas S. Smart

The Fort William Relief Society originated in a near-tragedy which occurred in the afternoon of an early spring day in the year 1893 which under slightly altered circumstances would have successfully rivalled the horrors of the Black Hole of Calcutta of which so many of our school children have read. As Fort William has in some respects a special interest in this dark tragedy the facts may be briefly recalled.

In the summer of 1756 nearly a century and a half ago the City of Calcutta was besieged and taken from the British by the Nawab of Bengal and a hundred and forty-six English speaking people were taken prisoners and confined for the night in a small dungeon afterwards known as the Black Hole of Calcutta in the northeast bastion of Old Fort William, the military prison of Calcutta. This room or dungeon had only two very small windows and there was therefore air to breath but water to drink. Moreover this room in which all these 146 persons were confined was only 15 x 18 just the size of an ordinary dining room and there was hardly standing room for these poor people whose dreadful sufferings lasted through the whole of that long night. When morning came only twenty-three people were found alive—that is five out of each six persons had miserably perished.

Let us now turn our attention to the Fort William which we know and has the advantage of a temperate climate and the clear cool temperature of early spring instead of the intolerable heat of tropical summer. As an immigrant train slowly crawled into Fort William that afternoon no one supposed that train differed in any essential from dozens of such trains which arrived every week during the spring months. But from Schreiber was telegraphed the news that there was an undoubted case of small pox on board. Both towns were terrified and for several hours the train was kept moving back and forward between the two municipalities neither town was disposed to harbor the unfortunates. But at last, as Fort William was the division point on the C. P. R. it was decided to throw off the infected car there and the car was spotted exactly opposite the present Elevator B. There it remained for the night but early next day the car was run up to the Siloam and was anchored close to Elevator D almost where the house of the late Mr. James Mulligan stands. Shortly afterward it stood just where the diamond crossing is stationed at West Fort. Eventually the car was taken out in the tour mile creek where it remained until after the quarantine was raised some six weeks after the car was first brought to Fort William.

But it was at Elevator D where the dire distress and dismal malcondition of these poor immigrants was first revealed. By direction of the Dominion government I was asked by Mr. James Conron Dominion Immigration [illegible] to look after these poor unfortunates.

On proceeding to the car on the early afternoon of the Saturday I was prepared for some things but the unparalleled conditions of things completely took my breath away. This was an ordinary colonist sleeper car having not much more floor space than the notorious Black Hole. Sixty-four people were in that car the doors were by order closely shut all were the windows—even the vent holes were stuffed. Course food of good quality such as bread tea crackers and cheese had been provid-

ed, but the children had not been considered or remembered, and there were twenty of them, eight under one year of age.

The stench was intolerable; the toilet had become clogged and of no use; the people had to be in their bunks because there was not standing room for all on the floor. There was great distress for want of water because the tank had become empty and the Indians at the Mission in their terror threatened to shoot any one who put his nose out of the door. There was no water for performing their ablutions and it was not possible to wash a single rag even for the babies. The eventual safety of the people proceeded from the fact that the case of small pox was early discovered, and the rash had appeared only a few hours before Fort William was reached, and this was apparently their salvation. Had these people been huddled together as described till the stage of suppuration had arrived there would have been many deaths and the death rate would have closely approached the death rate of the Black Hole.

The men were one by one sneaking out under cover of the darkness or when they thought they were being unobserved and bringing in a little water in a tea pot.

I at once gave orders that all doors, windows and ventilators should be opened for ventilation and four small stakes were set up, marking off a small square within the limits of which they were free to potter and get fresh air and where the children's clothing could be washed. Conveniences were entirely absent. But night had come on and much could not be done till the morning so after treating the sick, vaccinating the people and giving them all a cursory medical examination I left them, promising them an early morning visit.

Next morning was Sunday. Fort William was but a small town, we had no daily papers and it seemed a hard thing to get people to know what was going on in their midst.

But in every emergency when help is urgently needed some one is found to fill the breach. This was the natal day of the Fort William Relief Society—this spring Sunday in April 1893—now nearly twenty years ago.

In default of a daily press and no press at all on Sunday, we appealed to the pulpits of the different churches—and the special wants of the people were made known to the people of Fort William generally by noon. The notices read in the churches mentioned the things specially needed, such as clothing for both sexes and all ages, soap and towels, soups, milk, cooked meat and vegetables, besides canned goods. The special needs of the children were specially dwelt upon. It was announced that at four o'clock that afternoon a delivery wagon would proceed from a central spot on Victoria Avenue to the infected camp, laden with food, clothing and supplies as the generosity of the citizens would prompt them to give. Mothers especially were called upon to remember these innocent and inoffensive people and here was where the generous woman shone—shone radiantly. Not only was the delivery wagon abundantly filled with all necessaries, on incredibly short notice, but the ladies saw that this case of destitution was going to be a sustained one, so, before parting, they decided to meet again on Monday for organization, receive daily reports and provide for several weeks supply of what was needed. Of course the town supplied eatables and the government paid for these supplies, furnished tents, etc., but the ladies from their cast-off garments and other household supplies gave what neither the government nor the town could supply.

This went on for a number of weeks and by the end of that time the ladies of Fort William had seen to it that no need of any kind was left unsupplied and each one of the seventy-four on departure was decently clothed and shod by their benefactors.

Immigration to the northwest was then only in its infancy, but the ladies saw that such cases might be thrown on the town at any time and with considerable frequency. It was therefore decided to form a permanent Relief Society which was at once done.

From that time on for nearly twenty years the Fort William Relief Society took care of all cases of poverty and distress no matter how arising. Their benevolence, however, had a strong business tinge in it—no money was ever given but relief was always given in kind and a visiting committee saw personally that there was need in the first place and that relief was given in the way and shape in which it was most needed.

As years went on their labors increased. The town grew rapidly became a city and for various obvious reasons went and poverty increased but there was no let up to the push, vigilance and tact of the ladies. Their numbers did not so largely increase but the volume of the work so increased and the burdens of the city became so enlarged that the work threatened to exceed their powers.

As time has gone on the carping critic as seldom missed from our streets, has endeavored to belittle the labors of these estimable ladies, drawn from all the congregations of the city and to decry their work. It has been alleged that they were guilty of indiscriminate charity overlooked some and pampered others and that but little business talent was evinced in their management of affairs. To those who have watched the career of this society such statements will have little weight because they are absolutely known to have no foundation in fact.

One inflexible rule of the Society was that no charity was to be distributed unless some member of the committee visited the house and reported the needs. In the hands of a careless or perfunctory acting member this would have meant baneful delay or absolute barrenness of result.

This visiting and reporting of cases of once was an inflexible regulation of the Society and added much to its usefulness and influence. In many cases and on frequent occasions mothers of families regardless of their own physical condition or the imperative demands of their households and putting peremptorily aside the rails and blandishment of an ardent 'swain would trudge all through the snow or slush or in the baking atmosphere of a summer day to investigate a case of want or distress at the Coal Docks Second River or the outskirts of West Fort, such to do the leaders of society due credit it may be said that the most vigorous and enthusiastic members of the Relief Society were recruited from this class. They have worked long faithfully continuously and with unabated enthusiasm. Even if their numbers and strength seem hardly able to cope with the work which has grown up in recent years to such proportions and even it it seems advisable to take other and more complete measures to deal with the question of poverty in our midst it illbecomes anyone to utter one word of insinuation or depreciation in regard to the career of this noble band of women.

THOS. S. T SMELLIE

Reminiscences of Early Journalism in Fort William

By F Fregeau Esq

In 1880 Mr F T Graff of Mount Forest Ont., with the aid of a bonus of $500 contributed by the people, started a paper on Ann Street called the Herald. The plant consisted of a press and one jobber with a dozen cases of type It was a patent inside sheet and the staff consisted of one youth The pay was big—$3.50 per week—$1.50 in cash and the other two dollars in trade orders The paper lived for a couple of years and in the spring of 1882 the beginnings of the Prince Arthur Landing boom, was taken over there and established as the Daily Herald the ancestor of the "Evening Chronicle." But years before the Herald appeared on the scene another journal was born and died on the banks of the Kaministiquia Acting on the advice of Hon Adam Oliver M P P two misguided young men named Colin Patience and Walter Murdoch arrived on the old Quebec in the spring of 1877 with a pretty well worn outfit Plied plant of type and a hand press They occupied the upper portion of the late A. McLaren's general store which stood where is now the Ogilvie Flour Mills, and for some time was known as the Riverside boarding house Their staff was made up of two young boys, Fred Fregeau and John (Jack) McLaren, and their pay was $2.25 and $1.25 respectively per week. Right at the start the sheet and its struggle under the most peculiar name a paper was ever christened with namely "The Port William Day Book Their subscription list was a limited one—very much so—being about fifty paid ups They had a small hand job press, but during the whole of that summer they took in only one small order of business cards

The two young partners were good printers, but were not quite the job artists of the facile pen However they had plenty of willing contributors when they mixed up with that redoubtable old newspaper warrior Mike Hagan of the "Sentinel" published a Prince Arthur's Landing, and most of the contributors of the voluntary subscribers were Peter and Archie McKellar and Archie McLaren father of James McLaren, late town treasurer After three or four months Murdock got homesick and it was back to the old home and mother for him Mr Patience, however was made of sterner stuff and possessed of the qualities of his name He struggled along as well as he could with an empty exchequer until fall, when a preacher appointed on the scene in the person of Charles S Douglas, of Beaver Dam, Wis. Patience sold him the complete outfit lock stock and barrel and the name kicked the Fort William real estate off his feet, and joyfully wended his way back to Ingersoll Ont. where he wisely went into the honey-bee industry

Douglas was a journalist was had graduated from the core could write a

corking red hot editorial, and was a worthy foeman to the hard hitting Irish editor Mike Hagan of the Sentinel in Port Arthur. The way they would pitch into one another and the names they would hurl at each other was something scandalous. So keen was the interest taken by the citizens in the exciting squabbles between the two villages that almost the entire population would go into the office to watch the interesting process of getting the paper to press. This may seem an exaggeration, but when one considers that there were only a few dwellings, two stores and one boarding house on the banks of the river stretching from the Hudson's Bay post to as far up as where is now Sprague street, it is not so wonderful after all.

The Day Book apprentice used to deliver the paper to the Landing subscribers twenty-seven in number by going over on the tug "Watchman" commanded by the late John McLaurin with W. Pritchard as engineer. As only twenty five cents was allowed the printer boy for expenses, and that was exactly the fare over there he just naturally had to foot it home being careful to take the back streets to avoid being mobbed by the boys who were as interested in the fight as their elders. That name fell the Day Book was moved to the west end then called the "Town Plot, had a population of about a hundred people and was headquarters for Purcell & Ryan, the contractors for the construction of the C. P. R. between Kamistiquia and English River. Douglas managed to put through the winter but when the spring of 18 8 ushered in, he sadly gathered his plant together and departed for the west, where he established The Emerson International and became M. P. P. in the Manitoba Legislature.

MRS. [illegible]

First Newspaper Published in Thunder Bay

Mrs. Perry

In the winter of 1884 and 1885 before the advent of railways, telegraph or telephone when the winters were longer and colder and communication with the outside world was by dog-trains, the inhabitants of Fort William and Prince Arthur's Landing (the present cities of Fort William and Port Arthur) found themselves on the verge of a fit of the blues. There was no mail for weeks and the usual amusements skating, snow shoeing, tobogganing and dancing did not satisfy and months must pass before navigation would open. Something must be done to relieve the monotony but what? Many meetings were called and suggestions made. The majority favored publishing a paper in each village alternate weeks. The minority were dubious no press, no type, but this difficulty was overcome. Had we not quires of foolscap ink, pens, men and women of brain? A paper it must be. So into our molested world was born the 'Tri weekly Perambulator' and The Thunderbolt. Never again will papers give the same amount of pleasure and excitement that these did. The first to make its debut was the Tri weekly Perambulator editress, Miss Groom editor and printer Mr Peter McKellar artist Mr Archie McKellar contributors and critics the remaining inhabitants. This was a neat eight paged paper containing a brilliant editorial which stated that its object in coming to life was to enlighten the world at the resources of the district to instruct its readers in chronicling the mining and social events and its politics were those of the government in power. It was enclosed in an artistic and illustrated cover tied with bright ribbon. Each special day had its appropriate ribbon St Patrick's Day having green and Easter white.

One cold, frosty morning we sent it trudging over ice and snow on its mission of love to Prince Arthur's Landing.

Slight mutterings in the air

The following week the Thunderbolt struck the Fort and the mutterings increased.

Like the Perambulator it was an eight page paper. The editors were Messrs G S Marks and G A Holland the artist Mr W W Russell. It contained an eloquent editorial, commending this the first newspaper written in the Landing, to the people. Its object was to further the interests of the people of the village and it contained social, church and general news. Its politics were the un-making of governments.

After the first issue war was declared and the fight went gaily on increasing every week, the fun reached Silver Islet and the Canadian Pacific Railway here up north. They sent ambassadors to negotiate for peace, but on arriving joined in the fray on one side or the other.

Now what was it all about? Nothing less than the terminus of the C P R. Each paper maintained that its site was the only one on Thunder Bay that could be utilized for that purpose condemned and denounced the other.

The artists in portraying the future of their respective villages, always pictured the other village as being wiped out of existence. The caricatures were clever. One in the Thunderbolt enjoyed by the people of the Fort and Landing represented the editor wheeling an antiquated Perambulator in which sat a fat chubby baby girl (Editress). A passing thunderbolt descended, causing great

items.

Sarcastic articles appeared frequently and on one occasion after a publication of the Perambulator the Thunderbolt inquired the meaning of the editorial to which question the Editress replied that she could furnish material but not brains.

The Thunderbolt returned the compliment by sarcastically referring to the Perambulator being a tri-weekly publication by saying "Did the Perambulator die? We have received no number this week."

The Perambulator replied in humility: "We publish one week and try the next."

The scientific mining, social, church and other subjects treated in these papers would be creditable to any publication of today and they accomplished the mission for which they were created by giving the people something with which to fill their time.

The whistle of the first boat sounded not a day too soon and with honors even the greatest of newspaper battles ceased. The Calumet was passed around and all was peace and harmony once more.

Were the prophecies and predictions that were deemed so improbable in these bygone days fulfilled? Yes and doubly so. But it is to be regretted that many of the leaders in this episode were not permitted to see their dreams realized. Both villages have become thriving, commercial cities with three transcontinental railways bringing them in touch with the uttermost parts of the world.

E. McK. PERRY

The following lines written by Miss Mary McKellar in 1873 are descriptive of Perambulator times in Fort William.

WAITING FOR THE MAIL.

Hark! I hear heavy footsteps
  Tramping o'er the snow
Can I be the courier?
  He left here weeks ago
I am still watching, waiting
  My thoughts afar doth roam
I cannot rest a moment.
  Why don't the mail man come?

We are waiting, waiting, waiting,
  Waiting all aglow
We are waiting, waiting, waiting
  For news, good news from Krinw

Another glowing twilight
  No mail has yet arrived
For days and days we've waited
  My patience is surely tried.
The night is bright and cheerful,
  Transparent white the snow
The Indian trail we hasten
  The mail will come I know

Ye mighty men in power
  Give ear and a little time
To the wants and inconveniences
  Of this outlandish clime
We have gold lead and silver,
  Mines that cannot fail
We want your aid to prove them,
  And we want a weekly mail

Shut out from daily intercourse
  With the gay world below
For hundreds of miles our bulky mail
  Is packed over ice and snow
Through a rugged country
  Along a stormy shore
Twice a month we receive it
  Twice a month, no more.

He comes he comes I see him
  Passing by the gate
With a heavy mail bag on his back
  He bends beneath its weight.
Down down to the post office
  Haste the mail has come
Down down to the post office
  Go fetch our letters home.

How Nepigon Bay Lost the C.P.R. Shipping Port on the Great Lakes

PETER McKELLAR, Esq.

In the early summer of 1873 there was much surveying in progress around Nepigon Harbor. It was reported that the Government engineers were laying out the terminals for the C. P. R. at that place. We the people of Thunder Bay went to work and secured evidences in favor of Thunder Bay. A delegation was appointed to present them to the Government. Judge Van Normas, Lawyer Macbeth and myself were the delegates. Mr. Langevin, Minister of Public Works was away from Ottawa and it was the early one of the delegates that reached him in Montreal. I explained the conditions of the harbors in regard to the navigation, and left the papers with him.

In November there took place a turnover of the Government, Conservative to Liberal. After the change Mr. Adam Oliver by his vigilance, saved a crisis in the situation as will be seen further on.

I was spending the winter of 1873 in Toronto. Mr. Adam Oliver was at his home in Ingersoll. After the change of Government took place and Hon. A. MacKenzie became Premier, Mr. Oliver wrote me and informed me that he had been in Ottawa, and that the Government advised him they had no evidences in favor of Thunder Bay, and that the engineers had decided on Nipigon Bay for the Railway Terminus. He wanted to know with whom the Thunder Bay delegation left the evidences last summer. I wrote him that I had left all the papers with Hon. Mr. Langevin, Minister of Public Works in Montreal, and that he said he would see that the matter would be investigated. A few days afterwards I received a letter from Mr. Oliver stating he had received an answer from Mr. Langevin advising him that he must have left the papers with the Government, and if they cannot find them that must have been destroyed in the engineer's building that was burned lately. He stated if we cannot re-secure the evidence before the Parliament acts as the matter a decision will be given that the terminus be at Nipigon Bay. I wrote immediately to my brother John and explained the condition of things urging him to lose no time in getting sworn evidences to take the place of those lost and have them sent down to me immediately. My brothers, on receipt of the letter, went to Prince Arthur's Landing and explained the danger. The people were fired up and a number joined to secure the evidences. I may mention that Mr. D. M. Blackwood, Mr. Heath and others did good service. When the evidences were secured, and the Seal of the Shuniah Municipality was attached the Council wanted to take it from the Committee that gathered the evidences and send it by a Council Delegation. Quite a rumpus caused but it ended satisfactorily. It is right to mention that the late Mr. Thomas Marks took an active part in getting the matter. The delegates finally appointed were Messrs. Adam Oliver, F. J. Brown, Thomas Marks and myself. Oliver, Brown and I were East, and Mr. Marks went East by way of Duluth and took the papers along. The delegation met at the Queen's Hotel, they (Messrs. Oliver, Brown and Marks) wanted to go on to Ottawa that evening. I said, All right you go on, I would not go unless my report was finished and it would take me two days to do it. Mr. Marks said, "Let us read what you have." After reading it they said, You must finish the report and we will wait for it. They said they could attend to other business in the meantime, and that we

could meet the Ottawa evening train at the station day after tomorrow. I was stopping with Mr McNabb, Police Magistrate at Toronto, on Murray at east, about a mile from the station. At dinner on the evening of the morrow Mr McNabb said "I forgot to send you word that Messrs Oliver Brown and Marks want you to meet them to go to Ottawa on the evening train. They were a day ahead of time and I had not the report in charge. I left the table and hurried to the station in time to tell them to go on as I had not the papers ready but they had all the other evidences and could attend to the matter without me. They insisted on my following on the next day's train, they would wait for me at the Russell House. I reached Ottawa at the appointed time six o'clock p.m. and met Mr E. J. Brown on the platform on his way back home. He told me I might as well go back, that nothing could be done. Mr MacKenzie, the Premier and the engineers passed all our evidences taken etc. but refused to go on to the Russell House as Messrs. Oliver and Marks were awaiting my arrival had agreed upon. I said "All right, you will find out they will return to me." On my arrival at the Russell House Messrs Oliver and Marks told me as Mr Brown had said that we might go home as the Government would not listen to our evidence and there was no use in trying any further. After hearing what had passed between them I said "I am not surprised. You had no personal knowledge of the matters they brought up but I have and can show where they were in error. You will see that the Government will allow us to prove our case." These delegates were not long in the district, and their business did not lie in the direction which would give them a knowledge of the conditions of navigation there.

I proposed that we take Mr Borron, our member with us and see the Premier again. They said I could go, and that they would wait for me but did not want to be further insulted. I then stated I wanted to go first to the engineers offices, "I am acquainted with Mr Carre who is in charge of the survey west of Nipigon and will go to see the Premier tomorrow."

Mr Carre introduced me to Mr Sanford Fleming, the Dominion engineer. He was kind and inquired about Thunder Bay matters. I told him I was down with reference to the navigation of the harbors. He said "Messrs. Brown Oliver and Marks were here yesterday on the same business, but we showed them there was nothing in it. I said "I have been for the last ten years around that coast and I can assure you there is a great difference in favor of Thunder Bay against Nipigon in regard to the navigation. And in addition we have the sworn evidence of the pioneers of the district to show." He said "Yes, I know but we have evidence just as strong on the other side." "Well" I said, "If you let me know what these evidences are and we cannot prove them to be false we can do no more, but I will feel confident they cannot be true." After a little time he said "Captain Campbell, an American with a party going to Nipigon Bay arrived at Silver Islet last spring and could not go in to Prince Arthur's Landing as Thunder Bay was covered with ice. After waiting a couple of days he engaged a small boat to take them down to Nipigon. When they got there the bay was free from ice." "Well" I said, "I happen to know all about it and I can produce proofs to show the statement is incorrect. On that occasion I was one of a party waiting for the opening of navigation a explore for mines along the coast below Nipigon. We were taking a surveyor and the tug 'Watchman' along. After the bay opened and one or two steamers arrived (I think the Quebec was one) while getting things preparatory to starting Captain Pritchard of the 'Watchman' told us there was a Captain Campbell and party who wanted him to bring them to Nipigon Bay. Would he take them? We asked him if they had a surveyor along? When he found out they had we decided not to take them. When we left, the Campbell party was on the dock. On reaching the Garigon Channel it was covered with ice and we could not, as usual, go in by the Nipigon Bay route. We turned and went outside of the Battle Islands. In passing the Simpson and Copper Island Channels we

could see the bay inside was covered with ice.

Next day Mr. Borron and I went to see the Hon. Mr. MacKenzie the Premier. He knew us and was kind and affable. When Mr. Borron M.P. introduced the matter of the harbors Mr. MacKenzie said Messrs. Brown, Oliver and Marks were here yesterday and went over the evidences with the engineers and it was decided there was no use in going into the matter further. I then asked him if he would allow me to give some explanation from my long experience in that district. He said "Certainly." I then narrated what passed between the engineers and myself and stated that all we wanted was to be allowed an opportunity of laying the matter before the Government before a decision had been passed on it. "I wish also to lay this plan before you. I had some trouble in getting it from the Crown Lands Office in Toronto. I had to secure it through the Hon. Mr. McKellar. I leave it with you to draw your own conclusions." The plan showed all the locality around the Nipigon Harbor surveyed with the name of the applicant on each location. After looking over it the Premier said, "Mr. McKellar, I can assure you that you will get plenty of time to show the matter up and the Government will give it a fair consideration," or words to that effect. "If you want further information from the engineers take Mr. Borron along and you will get it." We went to see the engineers and got the information wanted. When we arrived at the Russel House Messrs. Oliver and Marks were anxiously waiting. They could hardly believe it was true but Mr. Borron told them it was all right.

Then they told me to wait in Ottawa for a couple of weeks and attend to getting the evidences and reports in pamphlet form, etc. Mr. Marks accompanied me to the printing office and introduced me to the Editor, telling him to do whatever I wanted. Before Messrs. Oliver and Marks left the city it was arranged how I was to distribute the pamphlets. They made out a roll of all the influential men of Canada outside of Parliament, to whom I was to send pamphlets. They then left, Marks for Montreal and Oliver for Toronto, and I was to keep them posted. They did not come back to Ottawa until the matter was completed. I distributed the pamphlets by having one placed on the desk of every member of Parliament, including the senators. I also gave or mailed a copy to every man on the list given me by Messrs. Marks and Oliver as well as to others I knew. I did think in those days that the affair was a culpable deeply laid scheme. Now I have changed my mind. It may have been that the engineers were deceived by mis-representations and that they really thought one bay was as good as the other. When the evidence on the Nipigon side was shown to be fraudulent, the matter was soon settled and Thunder Bay was established for all time the great shipping port for the West on the Great Lakes.

Some will say "Why did these delegates throw up the sponge so quickly?" For the simple reason they lost the suit after a fair trial. They thought they had the strongest evidence that could be procured in Thunder Bay. They were three prominent men of the district, a merchant, an ex M.P.P. and a lawyer. They appeared before the Government and argued the case and found the evidence in favor of Nipigon equally as strong as their own; besides the engineers were in favor of Nipigon on topographical grounds. Thunder Bay was practically out of the water and they could see no possible way of getting further evidence, the Parliament then in session and the matter would soon be passed upon.

I am glad that one of those pamphlets with the evidences is extant. Mr. J. J. Wells has one and kindly offered it to the society for preservation. After a perusal of it one may think it strange there is no mention of the Nipigon evidence. The reason is that I did not think it wise to put it in, as I knew after the information given that they would not think of bringing it forward against the Thunder Bay evidence. Again Mr. Borron, the M.P., was on the watch and would expose it if they did.

PETER McKELLAR

Miss Sara Stafford

Port Arthur in Ye Olden Time

Miss Sara Stafford

The Stockade for General Wolseley's soldiers was built near where the C. P. R. station is placed and was burned while used by Dr. Wm. during his lease. It was used also for a jail for the troops at General Wolseley. There were about three hundred and fifty people living here in 1870 besides a floating population hunters, trappers, civil engineers and mining men exploring for silver. Messrs. Peter and Don McKellar with Geo. McVicar were on the present Port Arthur site when a wilderness. The first sod of the C. P. R. was turned in 1875 in Fort William. A foreman or head contractor came from Quebec, his name was Samson. He was nicknamed Sam Sam. He erected a building for the public works department which was in charge of Mr. Dawson of Dawson road fame. These buildings were all situated on the right hand of Arthur Street as you come up from the docks and the warehouses were on the left. A building for the men, the residency and offices were on the right hand side on the grounds of the present Prince Arthur Hotel then called Government Grounds. S. V. Dawson lived in a cottage—the first pretentious one in the town. It was situated in the centre of a large plot of ground thickly wooded with trees right in the heart of the present city. These grounds to-day are owned by the Merrill & Hodder estate, Crosier and Matthews. The gateway to the cottage is now that open space of ground between Mr. Hurd's real estate office and the office of Mr. Walter Gordon. In the centre of this ground stood a roomy cottage with verandahs on three sides. On the right the grounds ran from Mr. Matthew's dry goods store up to the Minor workshops. On the left adjoined the grounds of the Algoma Hotel, afterwards for many years leased until bought by the Hotel Algoma owners. At the back of this cottage were two small sheds, one was used for a kitchen and the other held Mr. Dawson's engineering implements. Mr. Dawson at that time was superintending the making of the Dawson road. After that he entered into politics, going into the local legislature and latterly the Federal Government at Ottawa. At that time Arthur Street, Water Street and Cumberland Street were partly opened. The first store was opened by Thomas Marks in 1868, the next by N. K. Strand and brother, the latter standing on the corner where the Bank of Commerce now stands. Both these brothers died here and the widow of N. Street continued the partnership with Colonel S. Ray of Port Arthur in the banking business. About 1872 they were running a trial line from Fort William east and a civil engineer by the name of Wm. Murdoch was here in charge of the party with Frank Meberly of Collingwood as assistant.

The first newspaper was named the Sentinel started by a man named Hagan who left here and went to British Columbia and started a weekly paper there under the same name. In those times we had only one regular boat that came in every twelve or fifteen days. We got our mails in winter by dog team via Duluth twice a month and later it became a rule to call us "way back woodsmen" unless we had received his mail this way. We considered that the same man up to date and not old if the papers received were not more than twenty days old. Any one leaving the place during the winter had to go by Duluth, on snowshoes and dog team the trip taking from ten to fifteen days.

The first church built in Port Arthur was the Methodist. It was built

to 1873 by the Rev Mr Halstead. Then the Presbyterian by the Rev D McKerracher which is now used as the English Printing Office on Court street. Before the church was built the services were held in the court room where Judge Hamilton's house stood and now occupied by our ex-member Mr Conmee, near the Separate school. The house was a combined dwelling and court room. Then came the English church then the Roman Catholic.

Prince Arthur's regiment, the 60th Rifles, was sent to Canada at the close of the Abyssinian war and a number of the companies were told off to do service under Colonel—now Lord—Wolsley in the Red River Expedition of 1870. They landed at the present site of Fort Arthur and in honor of Prince Arthur—now the Duke of Connaught, Governor of Canada, they called the place Prince Arthur's Landing. The troops had to build the road as they went along. They drove with teams to Lake Shebandowan and then proceeded with row-boats through all the inland waters portaging where necessary until they reached the Red River.

The following year emigration started near the route taken by the troops. The Government sent Mr Dawson to improve the roads. Tugs and scows were used on the waters and horses on the portages.

One must add in reference to stretch east of Shebandowan "Talk about horses there were my horses with the mud running from their collars." The Second Rebellion was in the west and the troops came on the shore of Lake Superior partly by rail on the cars to the end of a grade and then get off and marched on sometimes in a blinding snowstorm. The troops marched from Jack Fish on to Schreiber many of the young lads being frost-bitten and snow-blind for it was below zero, but they were cheerful.

The first hotel stood where the Mariaggi stands today. It was built by a Mr James Flaherty and was called the Queen's Hotel. It burned down and they built another and it also burned, then another was built and it was called the Northern and later developed into the Mariaggi. Where the Algoma stands to-day stood a small frame hotel called the Shuniah meaning in Indian Silver. It had changed hands twice when the late Mr John Merrit bought it from Mr Boddy. A few years after it was drawn back to make rooms for the help while a new three-story brick structure was built in front. This house was called the Windsor but burned to the ground on the night of its first opening the inmates barely escaping with their lives. From the ashes of the old Shuniah and the new Windsor rose the Algoma, and here around its portals the history of the city has been made.

The Board of Trade of Fort Arthur was established in April 1885 the town then having a population of over 1500. The first secretary was William Howard Langworthy.

SARA STAFFORD

Silver Islet

Extracts from a paper read by Thomas Macfarlane, Esq., Actonville, Quebec, Canada at a Montreal meeting, September, 1879

By W. J. Hamilton, E.q.

EXPLORATION OF 1868 AND DISCOVERY OF SILVER ISLET

On the 16th of May our exploring party consisting of six men besides myself arrived in Thunder Bay on board the steamer Algoma which was heavily freighted with men and materials for working the Thunder Bay Company's mine. After visiting the latter and the Shanlah (now the Duncan) mine and calling the attention of the men of our party to the appearance and characters of the native silver and silver glance produced by them we started in our Mackinaw boat on the 18th south-westward for Jarvis's Location. My first impressions as to the mineral resources of Thunder Bay district were not at all encouraging. With a country of rock mainly composed of grayish limestones and red and white sandstones and these lying in an almost horizontal position the chances of finding anything of value seemed very slender to one accustomed to highly inclined and crystalline rocks. I remembered however that the conglomerate beds of Keweenaw Point, now the most productive and remunerative for copper had originally been underrated by geologists, who had never before observed valuable minerals to occur in rocks of that nature, and resolved to beware of allowing pre-conceived ideas to interfere with the thoroughness of our search.

From the 20th to the 31st of May inclusive we remained on Jarvis's Location examining its rocks surveying the river from its mouth to where it leaves the location and exploring Jarvis's Island with the numerous veins occurring there. The geology of this location much resembles that of the western part of Wood's Location having the same gray argillaceous sandstones and shales intersected by dikes of different sorts. The latter have here the same general strike as on Wood's Location and it appears evident that they run through the range of islands which extends from Shangoina Island and Silver Islet on Wood's Location past the north end of Pie Island to Prince Albert or Thompson's Island. Then still further southwest through Spar Island, Jarvis's Island and Victoria Island joining the mainland where Pigeon River is reached. On Jarvis's Island three different veins were found and in one of them native silver and silver glance were discovered the former by Mr. now Dr. C. O. Brewer and the latter by Mr. Patrick Hogan) specimens of which were forwarded to Montreal. The quantity appeared at the time insufficient to merit much attention but, from the experience afterwards acquired on Wood's Location I was induced to believe that some work upon this vein might possibly develop a larger quantity of the metal. Accordingly in 1869 a shaft was sunk on this vein to the depth of twelve feet in accomplishing which work the following ore was produced

79 lbs. first quality ore containing 3.45 per cent. silver 38.7 ounces at $1.25 $49.62

2483 lbs. second quality ore, containing 0.15 per cent. silver 24.18 ounces at $1.25 67.72

$117.34

On the 1st of June we left Jarvis's for Stewart's Location at Pigeon River where we remained until the 21st making a very close exploration for a distance of three miles inland. The number of dikes and veins here visible induced me to anticipate the best

results but although a good deal of time was spent on some of the veins none of them yielded any valuable minerals. High rocky ranges intersect the location generally in the direction of the dikes and between them lie valleys containing a large area of good soil many of which will no doubt be cultivated as soon as mining operations are carried on successfully in the neighborhood.

On the 21st of June we returned to Fort William and on the 23rd reached Thunder Cape and Wood's Location where we remained until 31st July. From perusing the Geology of Canada I had before arriving on the Location come to the conclusion that it was likely to present many interesting geological features. Here it was to be expected that the junction of Sir W. E. Logan's upper and lower groups of the Upper Copper-bearing rocks would occur and that the many interesting dikes and the trap overflow of Thunder Cape would be found to present interesting relations to the sedimentary rocks. I therefore determined to make a complete geological map of Wood's Location, and arranged with my assistant, Mr. Gerald C. Brown, to have the shore lines accurately surveyed. It was while engaged planting his pickets on the many islands fronting the location islet Mr. Brown first landed on the rock shortly afterwards named by me Silver Islet and observed the vein and the galena occurring in it. I then visited the island to obtain specimens of the galena and the inclosing rock and three men were set to work to blast out some of the galena. It was while engaged working on the islet that one of these men Mr. John Morgan found the first nuggets of metallic silver alone to the water's edge. A single blast was sufficient to detach all the vein rock carrying ore above the surface of the water but further out large patches could be observed in the vein under the water some of them with a greenish tinge. On detaching and fishing up pieces of these they were found to consist of pieces of galena with which were intermixed spots of oxidized black mineral here and there tinged with green. This black substance I succeeded in reducing on charcoal before the blowpipe, with a little borax to metallic silver thus exposing at once the extraordinary richness of the black portions of the vein. I deem it worth while thus to record more particularly than before, the circumstances of the discovery on account of the celebrity which Silver Islet has since attained. The silver was discovered on the 10th of July and on the 15th three packages of the best specimens were shipped from Fort William to Montreal with a telegram sent at the same time to the company's secretary giving notice of the important discovery.

GEOLOGY OF SILVER ISLET AND ITS VEIN

My plan as in a geological survey of Wood's Location was during the following season (1869) carried to completion, and the results published in the Canadian Naturalist (Vol. IV) and accompanied by a map of the location and plan of Silver Islet. Silver Islet is situated about three-quarters of a mile from the mainland and is much exposed to storms from the west, southwest and east. Shangoin Island protects it, but insufficiently on the southwest. The island measured originally about ninety feet each way rising about eight feet at its highest part above the level of the lake. The whole of the rock is now inclosed and covered by the works erected for protecting and working the mine and by new and mine made. The course of the vein traversing the islet is about N. 35 degrees W. and its dip about 80 degrees N. E. As shewn in the plan its greatest width is on the northeast side of the islet, and it will be seen that in going southward it divides into two branches one of which crosses the island and the other keeps on the west side under water. The south part of the latter branch carried the richest ore, the eastern branch being less rich and the whole of the vein to the northward being almost entirely barren and consisting of a huge mass of calcspar with quartz and occasional nests of galena, which carry only a minute quantity of silver. Particles of silver ore were also found in some of the small feeders which intersect the country rock (or

perhaps horse flying between the two veins. Fragments and masses of this rock are very often inclosed in the vein-stone and grey sphalerite very frequently associated therewith.

The metallic minerals of the veins are silver, silver-glance, tetrahedrite, domeykite, galena, blende, iron and copper pyrites, cobalt bloom and nickel green. The two latter substances seemed to be oxidation products of a peculiar mineral, which in a paper published in the Canadian Naturalist and dated 1st February 1870 I described as follows: "Besides the small nuggets and grains of pure metallic silver there are also found in the rich ore thin plates and grains of a metallic mineral, having a reddish brown color like that of proustite and containing arsenic, cobalt, nickle and silver, with the latter in greatest quantity. This would appear to be a new mineral and one worthy of more minute examination." When silver work was begun by the Silver Islet Mining Company it was found that the great bulk of the silver extracted was contained in a granular mixture of the reddish-coloured grey ore above mentioned with other minerals. The late Major A. H. Sibley—then president of the company—gave this mixture the name "Macfarlanite" which is still used for it by superintendent and workmen at the mine up to the present time. In the Engineering and Mining Journal of 25th March last Mr. W. M. Conrad published a paper on Lake Superior silver ores in which this supposed new mineral is also referred to as Macfarlanite. For these reasons it would seem necessary to refer to this substance more particularly. In December 1870 I made an examination of the brown metallic grains to which the rich ore above referred to leaves, when pulverized in a diamond mortar and all brittle minerals, such as calcspar, galena, etc., sifted or washed off. A blowpipe assay showed these to contain:

Silver	78 34
Nickle	6 98
Cobalt	2 75
Arsenic etc. (difference)	12 93
	100 00

I made some further trials but was unsuccessful in separating any definite mineral.

In December last Dr. T. Sterry Hunt informed me of the discovery of the new minerals on Silver Islet ore by Dr. Weir and showed me a specimen of Hautefeuillite which seemed to me to occur in larger pieces and to be different from the reddish grains occurring in the ore known as Macfarlanite.

On subjecting the rich granular ore of Silver Islet to closer examination assisted by Mr. W. M. Conrad I found it to consist of the reddish brown metallic grains, a dark colored undetermined mineral, microcline, quartz, calcspar and quartz. Native silver in perfectly white grains or filaments is not distinctly seen. Pieces of the ore upon being ground and polished show the metallic grains with a color and luster closely resembling burnished nickle. When the calcspar which is the principal gangue is removed by dilute hydrochloric acid the result is porous and coherent. The metallic minerals adhere to each other and to the metallic grains, the latter seeming to be in places coated or incrusted with the dark colored mineral and the microcline. Under the hammer the metallic grains flatten out, and the glass shows that both brown and black brittle grains have separated. Still in this process all the metallic minerals do not seem removable but adhere more or less firmly to the metallic grains.

When the ore is pulverized and the metallic grains are freed from all brittle materials, the latter being sifted and washed off, they assay from 75 to 84 per cent of silver. When these are further triturated in an iron mortar on different times and the brittle matter removed by sifting on a sieve with 50 meshes to the lineal inch, the siftings thus produced assay as follows:

1st time	48 41 per cent silver
2nd	51 55
3rd	59 25
4th	68.34
5th	76 2
6th	83 7

The grains remaining upon the sieve from the last trituration have a dark-grey color and assay 92.04 per cent. silver. When roasted in a muffle they become yellowish brown. Hydrochloric acid removes nickel oxide, and then they have the appearance of pure silver grains. In this process they lose 6.94 per cent of their weight and assay 95.76 per cent silver. Triturated a second time in this manner they lose 2.12 per cent additional, and assay 97.42 per cent silver. From this it is evident that they assume the appearance of metallic silver on the surface only and are not pure throughout. The grains of 92.04 per cent when treated alone on charcoal before the blowpipe merely cake together yielding a slight coating of arsenious acid. When a small quantity of borax is added a silver button is produced with some speiss attached and a slag slightly tinged with cobalt oxide. Most of the nickel is removed in the speiss, but the silver still retains some of it, and upon cooling shows a greenish gray film. This is removed by a further slight scorification with borax and 91.33 per cent silver obtained. The grains of 92.04 per cent. silver dissolve readily in dilute nitric acid yielding the following results:

Insoluble in assays 17.46 per cent. Ag.	2.37
Nickel	1.58
Antimony	.36
Silver	93.54
Arsenic	2.15
	100.00

When the metallic grains first above alluded to are treated with dilute nitric acid (half acid half water) and its action interrupted when about half the quantity is dissolved, a considerable quantity of black powder is detached, much nickel is dissolved and the remaining grains have the appearance of pure silver but still showing black specks especially in the cavities.

The black substance washed off from the larger grains of quartz contains antimony, lead, cobalt, nickel and sulphur besides 24.79 per cent. of silver.

From experiments the great difficulty of separating the various minerals which occur in the rich ore of Silver Islet were apparent. It seems to me to contain a great deal of the silver in the native state which passes into the schlich of Professor Wurtz. Further investigation may possibly give more decided results.

With regard to the general nature of the ore yielded by the vein after sorting, one parcel of second quality weighing 15,914 pounds and assaying 964.2 ounces of silver was found to contain 71.5 per cent. of earthy carbonates and 14.15 per cent. of matter insoluble in acids. The relative quantity of calcareous and silicious matter varies however in different parts of the vein and in some places streaks of quartz have predominated to such an extent as to make some of the ore highly silicious and much more difficult to smelt.

The rock on the island traversed by the silver vein is a chlorite diorite evidently forming a dike. It differs somewhat from the rocks of the other dikes of this location among which may be mentioned corsyte and anorthite porphyry. Judging from their manner of occurrence it did not appear likely when the discovery was first made that the diorite of Silver Islet would be found to have a greater breadth than two hundred feet on the length of the vein. Outside of this distance it was anticipated that the vein would be found to intersect the gray flags which fill out all the spaces between the various dikes. It was further thought unlikely that the Silver Islet vein on reaching these flags would exhibit the same degree of richness as previously. The continuation of Silver Islet vein across Burnt Island (which is identical with one shown on an old map of the location of Mr Wilkinson) and also further inland was traced out in 1869. It has been exposed at several points where it crosses the sedimentary beds, but there it is split up into numerous thin veins of quartz and shows nothing of the great width which it carries on Silver Islet nor have any of the rich silver minerals of that locality yet

been leaned upon the mainland or upon Burnt Island

The experience gained in the working of Silver Islet Mine, since its discovery has in the main confirmed the descriptions here given of its geological relations

It will be observed that the diorite dips at a high angle southward and that the workings have never been productive outside of it Indeed there are large areas of the vein enclosed by sterile walls on both sides which have yielded no ore It is necessary to mention that the vein itself dips at a high angle to the eastward and that Mr Carling's section shows the rocks adjoining the main open the hanging wall only On the west side of the vein it has been found that the diorite extends further south than on the hanging wall The line of the vein is therefore also the line of a fault which has moved the rocks on the west or rather southwest side of the vein eighty feet to the southeast

It is worthy of remark that the rocks intersected by the diorite dike are not highly inclined semi-crystalized slate, but are almost horizontal flagstones and shales

The Silver Islet vein has exhibited a most remarkable phenomenon which deserves mention here The following is a description of it taken from a letter dated 28th of January 1876 from Mr W B Frue to the writer

On December 28th while a party of miners were engaged in drilling a hole in the end of the drift on the eighth level the drill broke through into a small crevice or vug Water at once commenced to flow—not in great quantity however and one of the miners took a candle to look into the drill hole not being aware that there was a large escape of gas with the water The gas instantly took fire sending a flame out from the end of the drift for more than forty feet The men of course threw themselves down on the bottom of the drift and remained there uninjured until the flame subsided and then went out in the shaft After they had got over their fright they made look to return into the drift but when within forty feet of the end of the drill the gas again ignited filling the eye with flame to within three feet of its bottom the flame extending along the back of the drill and burning for a distance of one hundred and fifty feet inwards the shaft. The men again took shelter by throwing themselves down on the bottom of the level Some time after this the men walked into and through the entire length of the drift without any light and inserted a wooden plug in the hole through which the vapor and water were escaping On the following day no gas was discovered in the drift, until a candle was brought close to the plug in the end of the level when the gas again caught fire giving a jet or flame about one foot long which has been burning ever since

This is I believe the first instance on record of the occurrence of an inflammable gas in a silver mine and probably indicated that the rocks near Silver Islet are of much more recent age than has been generally supposed

MINING

The discovery of Silver Islet in 1868 the full descriptions given of it and the specimens of ore produced valued at $1200 were sufficient to induce the Montreal Mining Company to commence vigorous mining operations The leading men of the shareholders were plainly in fever of selling rather than working the largest specimens found their way to England where they were exhibited and afterwards sent to Swansea to be sold and smelted

The summer of 1869 was exceedingly stormy and it was only during the calmest weather that any excavation was possible The cartridges produced for blasting under water entirely failed to work but nevertheless, 3455 pounds of excellent ore were produced and shipped to Montreal On the 18th of August we began to sink a shaft in the centre of the islet from which it was intended on attaining sufficient depth to cross cut to the vein That this plan would have proved perfectly successful is evident from the fact that it

das since been sunk and connected with the east vein and is now known as Mackinnon's Shaft. During the fall of 1868 a shaft-house was built on the islet and a diamond drill house, a storehouse and stables on the mainland of a point known as Silver Islet Landing. In the winter of 1868-69 a party of twelve men and one horse remained on Wood's Location. They were instructed to continue sinking the shaft to take advantage of any opportunity afforded by the formation of the ice to excavate more ore from the outcrop of the vein and when work at the islet was impossible to cut timber in the woods for the crib-work proposed to be constructed the following season.

The sinking of the shaft had to be discontinued on account of the influx of water but the excavation of ore was very successful. The ice formed around the islet, and kept unbroken for nearly two months. It facilitated the work very much keeping the water perfectly still, and affording the men a convenient platform. The blasting under water with cartridges made on the spot by Mr. M. Vigeant was successful and extended over about thirty feet of the vein. The loose vein-stone was then fished out of the water by means of long tongs, constructed on the spot long handled shovels etc. then teamed to the mainland and there sorted. In this way nearly five tons of ore were produced and shipped to Montreal in the spring of 1870. The following is a statement of the entire amount of ore produced during the operations of the Montreal Mining Company with my assays and estimates of the value of the silver it contained.

When Produced	Net weight lbs.	Percentage of Silver	Ounces per ton of 2240 lbs.	Value per ton of 2240 lbs.	Total Value
1868	1 [illegible]36	5,169	1,69[illegible]	$d,026.80	$ 1,258.51
1869	3,429	2[illegible]5	69[illegible]	1,111.25	1701 1[illegible]
	5 099	4,344	1 [illegible]17	1 771 25	d,226.20
		Of 2000 lbs		Of 2000 lbs.	
"	1,546	5,187	1 680	2,100.00	1,825 37
1870	17,663	8 502	1 605	2,070 45	18 2[illegible].39
	26 [illegible]80				$25 212 57

The above ore after being sold or smelted realized the following quantities and values of silver —

When sold or smelted	Where sold or smelted	Net Weight lbs	Ounces per ton of 2240 lbs	Value per ton of 2240 lbs	Total Value
Sept 4 1869	Swansea	1 208	1 387	$ 363 1 5	$ 9[illegible] 13
Sept 4 1869	New York	187			90 5[illegible]
Sept 4, 1869	Swansea	3 328	982	254 7 1	1 82[illegible] 96
Oct 29, 1869	Swansea	5,006	980	2[illegible]5	1,970 03
			Of 2000 lbs	Of 2,000 lbs	
Feb 24, 870	Newark N J	1,913	1 608½	2,075	1 9[illegible]4 73
Feb. 24 1870		2			1 20
Feb 4, 1872		17 48	—429	543 41	16,112 38
Feb 6, 1870		3½			52 40
		28,073½			$23 115 35

It will be observed that this ore realized $3177 22 less than estimated and that the greatest deficiency in proportion to the quantity occurs in the parcel of 4080 pounds sent to Swansea. No satisfactory explanation of the cause of the difference was ever received and it was consequently deemed advisable to ship all the ore afterwards produced to Newark, N. J. The parcel sold there in February 1870 resulted very satisfactorily but a discrepancy occurred in the eight and three-quarter tons of

terwards sent. This parcel of ore on its arrival in Newark was crushed and sampled in the usual manner and as the first assays resulted much lower than that of the sample taken at Silver Islet and given above numerous trials were made by various New York assayers always with most extraordinary differences as to yield. It is extremely probable that these differences were owing to the impossibility of effecting a perfectly equal distribution of the metallic grains through the mass of the sample. Mr Balbach refused to account for more silver than his assay indicated and efforts were made to effect a sale of the ore elsewhere than in Newark but without effect and it was finally treated by Mr Balbach on the basis of his assay.

The facts connected with the production of ore in the winter of 1869-70 were published in the Montreal papers in June and attracted much attention in England and the United States. That ten men had been able to produce $16,000 worth of ore and that the actual time employed by them in so doing induced the Montreal Mining Company to proceed to work the Silver Islet vein. The experience gained during the summer of 1869 had convinced me that very strong and extensive works would be necessary for putting the cribbing into place and securing it quickly so as to prevent its being washed away while in process of erection by the heavy seas which rising rapidly and constantly roll in from the lake. I estimated that at least $50,000 would be required to establish a mine on the islet and recommended it as being for the interest of the stockholders that the company itself should work the mine.

In the event of their being unwilling to raise the necessary capital I recommended efforts on the part of the board to sell the Silver Islet property and not only was it decided to sell Silver Islet but the idea was adopted of endeavoring to effect a sale of the whole of the company's property on the strength of the discoveries already made. Negotiations were carried on for this purpose during the spring and summer of 1870 which resulted in the transfer of the whole property into the hands of certain capitalists in New York and Detroit in September.

The first intimation that I had of the sale of the whole property was at Silver Islet on the night of 21st of August, when the propeller City of Detroit arrived having on board Mr W B Frue, a working party of about thirty men two horses, machinery stores provisions etc and having in tow a large scow and a raft of large square timber. The propeller discharged her cargo next day and operations were begun at once and vigorously to establish a permanent mine on Silver Islet. In spite of severe weather extensive breakwaters were built, part of the vein enclosed by a coffer-dam the area within the latter pumped dry, a considerable amount of mining done and about seventy-seven tons of ore shipped before the close of navigation. The time devoted to mining was about four weeks, and the last shipment was made about the 25th of November. About $80,000 were expended in the above operations, and in making provision for wintering long before any returns were obtained from the ore. Indeed it was not until March 1871 that the smelting of the fall shipments at Newark was completed. I was employed by the new company to superintend the sampling of this ore and the following statement shows the value of the ore produced by them in 1870 according to my assays.

No. of Parcel	Net Weight lbs	Percentage Silver	Ounces per ton of 2000 lbs	Value per ton of 2000 lbs	Total Value
1	34,262	2.553	744.[illegible]	$ [illegible]0.9[illegible]	$1[illegible],749.53
2	1[illegible],592	2.156	628.8	811.15	[illegible]720.80
3	[illegible]	2.694	784.5	1,012.00	3,[illegible]66.63
4	17,772	[illegible].973	867.2	1,118.75	[illegible],941.34
5	16,375	[illegible]	979.4	1,263.45	10,[illegible]47.[illegible]

6	15 815	0.200	064.2	1,243.81	9,596 05
7	10,138	4.848	1,208 1	1 635.84	15 654 17
8	17,139	4 857	1,307.8	1 703 43	15 111 71
Metallı a grains	32	15.108	4 144.0	0 004.33	33.36
Specimens	157	9 060	0,852.4	3,421 59	019.12
Metallin grams	3	07 658	19 703.8	$5,455 35	54 13
	155 343 lbs	Averaging per ton		$1 200 44	$92 743 55

Messrs Balbach s assays of the same ore are given in the subjoined table

No of Parce	Nat weight lbs	Percentge Silver	Ounces per ton	Value per ton	Tota Ounces	Tota Value
1	84,362	2 400	701 9	$ 505.44	12,204.0	$15,783 15
2	10 592	2.350	036.0	$46.34	0,442.1	7,020 55
3	17,523	2 050	751 6	1,003.24	6 947 0	3,530 58
4	17 775	2 905	847 5	1,092.23	7,536 5	9 715.00
5	18 378	3.385	987 2	1,273 63	8,085.5	10,480 39
6	15,814	0 170	924 5	1,192.80	7,356.3	9,489 51
7	19 139	4.220	1,230.0	1 586 70	11 770.4	15 183.32
8	17 130	4.810	1 31a 0	1,606.35	11 208.8	15,598 57
Metallin grains	32	15.130	4,414 5	5 094.83	72.3	93.04
Specimens	157	5 060	8 853 4	3,401 50	248 0	319 93
Metallic grains	3	87 656	19 733.3	25 4a5 26	39.6	51 13
	155,543	Averaging per ton		$1 175.80	70,827 1	$91 545.16

While this ore was being disposed of in the winter of 1870-71 Mr Frue and six men were fully occupied at Silver Islet where a very stormy season was experienced During the previous winter the ice had formed quickly and remained till the spring when it was gradually undermined by the heat moved out quickly into the lake and did not reappear Mr Frue was, therefore somewhat unprepared for the great trouble which the different behavior of the ice during the following season caused him The placing of the cribbing was tedious and hazardous work The ice did not form solidly for any considerable time, but kept flowing backwards and forwards the entire season During much of the time Mr Frue and his men had to cut their way from the mainland to the Islet, through fields of solid ice recently formed and shortly afterwards through floating floes three feet in thickness and of all sizes up to fifty feet square. Toward the end of February some gales were experienced which put tremendous force to the floating ice and tore away cribwork to an extent of two hundred and forty feet in length The heaviest timber was insufficient to withstand the ice forces which had their extremities chafed in such an extent as to resemble only huge booms, and bolts one and a half to two inches in diameter were twisted and broken apparently with the greatest ease After the removal of the cribbing the seas were so heavy as to wash over what remained and fill up the coffer-dam in a very short time. The dam itself however sustained very little damage and going to work industriously to repair the damages Mr Frue was able to resume mining in about a month afterwards By the first of May 1871 an excavation had been made on the rich part of the vein enclosed by the coffer-dam leaving a length of sixty five feet of thirty two and an average width of eight feet. By the close of navigation in November this working had attained a depth of ninety feet and had produced, from the same time in 1870 about four hundred and eighty five tons of ore of which the following quantities were treated at Newark in the summer of 1871

Name	Net weight lbs.	Ounces per ton of 2000 lbs	Value per ton of 2000 lbs	Total Ounces	Total Value
A	9,558	1,284 1	$1 598 33	6,377 70	$ 6 943 61
B	14,988	1,406.4	1 828 32	10 538 15	13 698 60
A	16,627	1 [illegible]6.1	1 493 83	8 553 04	10 413.95
B	8 324	1,470.4	1 911 19	2 310 32	3,854.00
3	17,296	1 121.2	1,471 08	9,540 26	12,792.25
4	10,651	1 105.0	1,515.50	11 456.52	14 898 48
5	18,600	1,281 5	1 666.34	11 939 96	15 521 95
Metallic grains	373	4 145.0	5,388.50	772 20	1,003 86
6	17,259	1 113 7	1,568.31	10 768 72	13,999 35
7	15 750	1,134.5	1,474.85	9,430 08	12,259 12
8	17 954	1,105.3	1,436.89	9 894.64	12,857 19
9	18 975	947.3	1,232.14	8 [illegible]93.25	11,680 92
10	13 139	937.6	1,179 19	5,981 21	7 [illegible]5 57
Metallic grains	857	1,415 3	1,840 54	403 10	[illegible]04 53
	188 458			144,378.57	$186,291 89

It is of course to be remembered that the values just given do not represent the amount realized for the ore Both of Newark and Wyandotte the smelters only guaranteed to return 25 per cent of the silver contents and charged $100 per ton for smelting Besides the above ore there was produced in 1870-71 another parcel of five tons which with many lives was lost on board the propeller Coburn on Lake Huron in October 1871

The total production of silver let from the discovery till the close of navigation 1871 was as follows

	Weight lbs	Value per ton	Total Value
Under Montreal Mining Company	27,078¾	$1 646 88	$ 23,115 25
Under new proprietors, 1870	150,543	1 175 80	88,152 30
Under new proprietors, 1871 Newark	193 453	1 507 64	185,291 88
Under new proprietors 1871 Wyandotte	778 452½	1 290 48	304 640 19
Lost on propeller Coburn	10,000	1 040 00	5,200 00
	1 134 527½	$1,302.44	$762,400.00

Mining was continued with very big success after the close of navigation in 1871 The vein was found to be subject to frequent and sudden changes, both as regards size and richness. In the fall of 1871 it narrowed down to six inches in width and some points with scarcely any first quality ore in sight During the winter it gradually widened and became very productive In Mr Frue's reports many such alternations were recorded He says that in the summer of 1872 the lode became broken up being thoroughly ruled with diorite and wedges of plumbago and in the fall the mine assumed anything but flattering appearance Mr Frue writes further on the subject as follows

"In the following winter it suddenly changed in character and produced up to May 1st 1873 250 tons of rich packing ore worth $1500 per ton During May and the early summer the vein disappeared almost entirely being broken up into stringers and feeders Later however there was a decided improvement which was again overshadowed by a passing cloud and although in extending the drift north on the forty a very promising show of silver had been opened I had often seen the mine clothed in richer apparel than it appeared in at the close of navigation." (1873)

The severe storms which marked the winter of 1873 74 put in an appearance again in that of 1873 74 About the middle of November Mr Frue reports we were visited by a heavy storm from the southwest which did considerable damage amounting in all to about $3000 On December 1st we were again overthrown by a southeaster which came on in terrible fury and seemed for a time as though it would sweep every thing before it It tore away nearly 350 feet in length of submerged cribs and caused a loss of 20 000 feet of timber 75 tons of bolts and nearly 5000 tons of rocks used in loading the cribs The total destruction amounting to a little over $9000 besides the carrying away of the up-

per portion of the main breakwater This work had an altitude of nearly twenty feet above the level of the lake, eight feet in width at the top and nearly sixty feet in length at it was carried away the breach being directly in the centre The block smiths shop which stood inside of this breakwater and about forty feet from its outer face was completely demolished In fact rocks were whirled around the inlet like hail stones and a number of buildings were damaged to a considerable extent

The ore produced from 1874 to 1876 inclusive was treated at the Wyandotte Works and contained the following quantities of silver

Season of		
1872	61[illegible]744 02	ounces
1873	239 783 77	"
1874	200,021 75	
1875	140,902.50	
	840,432.04	ounces

At $1 30 per ounce the value of this product amounts to $1 195 718 45

Part of the product of 1875 was in the shape of concentrates from the stamp mill which had been built at a cost of $50 000 for treating the vein stone of a ferruginous quality which had previously been laid aside as too poor for shipment This mill has fifty stamps and twelve Frue vanning machines and produced about one ton of concentrates from 50 tons of poor rein stone

Month		Tons Rock Stamped
May	1875	541
June		1,060
July		1 073
August		782
September		1,505
October	"	1,670
December		1 642
January	1876	1 503
February		1 421
March	"	1 990
April	"	645
May	"	1,673
June		1,503
July		1,525
August		1,600
September		1,54[illegible]
October		1,590
November	"	1 104
		24,445

The following statement gives the quality of this ore stamped and the concentrate produced from May 1875 to November 1876

Product in Concentrates Tons lbs	Total ounces silver contained in same	Total cost of Dressing
11 1454	10,210	$ 1,207 65
25.2212	17,552	2,940 89
18.1104	13125	2437.33
20 1103	11,503	2,502 78
25 193	17 304	2,990.85
37 843	14,415	3,840.15
31 547	11,543	3 172 26
30.1624	16,393	3,903 33
28.1012	16,345	3 944.83
22 651	15 754	3 223.50
10.1475	4,800	1 735.33
20 593	3 514	0,633 62
38.1958	10,504	2,881.33
41 973	11 757	2,700 47
23 1591	9 527	3 [illegible]23.04
33.1232	10,060	3,307 17
33 1815	9,334	3,503.36
29 194	11 383	3,693.83
541 1705	226,373	$48,145 62

These figures show that 9.29 ounces per ton were extracted from the stamp rock and concentrated in a product containing 41.8 ounces per ton, at a cost of $1.37 on the original ore.

The innumerable changes in the Silver Islet main vein, which occurred in the fall of 1873, continued up to the close of 1875. The new levels which had been opened up the eighth and ninth proved wholly unproductive although no difficulty was experienced in following the working up the vein. The vast amount of exploratory work by means of a diamond drill also failed to discover any deposits of rich ore. The consequence was, of course, great financial embarrassment and an almost entire cessation of work during the summer of 1877. In August of that year work was resumed and up to December 23rd, $50 ounces of silver obtained by sloping in the upper part of the mine. It was then proposed to remove the rich ground lying between the mine and the lake, which, fortunately in the summer of last year a branch of rich ore was cut beneath the fourth level south of the shaft which in a few months yielded 721 033 ounces of silver, a quantity amply sufficient to release the mine from its embarrassment and provide a reserve or working capital of $300 000.

I have not found it possible to ascertain the amount of the product year by year subsequent to 1875 but according to information received from C. E. Trowbridge Esq. Secretary of the Silver Islet Company there have been extracted since the commencement of operations in September 1870 and up to the close of navigation in 1878 2 174 459½ ounces of refined silver with a value of $2 821 727 24. If to this we add the value of the ore obtained immediately after the discovery by the Montreal Mining Company we have a total yield of $2 943 016 31. With regard to the production of the present year it consists almost exclusively of concentrates, but its value is very certain to exceed $75 000 and I think that at the end of the season the total yield of Silver Islet Mine since its discovery will surround in some reach of three million dollars.

The question of the future of Silver Islet Mine is one of very great interest to many besides those pecuniarily concerned. When visiting the mine in July 1877 the vein appeared perfectly well defined on the ninth level but nothing in the shape of ore was to be seen. The main was said to [illegible] the same character in the inclined shaft sunk 100 feet deeper than the level and to a point about 640 feet from the surface. This shaft was filled with water at the time of my visit. The main below this point has been tested by a drill hole 280 feet deep in which traces of silver ore were detected. Even if we suppose that trace of the vein is another benanza the fact still remains that from the sixth level to the deepest working a distance of 300 feet the main has been found to be unworthy of excavation and this too in spite of the presence of diorite on both walls a condition which when the mine was first opened was supposed to insure a remunerative vein. In view of this fact and of the circumstances that the recent rich discovery was made at a point where only the hard wall vein have been diorite it becomes a question whether the theory of the beneficial influence of diorite walls is correct. If it is, then a large amount of main vein below the fifth level and in the north of the shaft remains on to be prospected. That this ground has so far been found barren may be owing to the peculiar nature of the vein in which large values of ore seem to be viewed away in comparatively small space. If the theory here referred to is unfounded and the vein in the adjoining flags and chalks be really as promising as that crossing the diorite then the amount of ground available for exploration north and south of the mine, is immense. As a matter of fact, the horizontal strata which have in the district, have been found to contain silver bearing veins but, so far none failed to afford foundation for a remunerative mine. In either case the future of Silver Islet Mine depends mostly on the carefulness of the manager and his assistants in de-

lacing minute traces of ore and their skill and perseverance in following them. It would seem altogether unwise to depend upon any preconceived notion as to the manner in which the valuable minerals occur or ought to occur in the mine for it must be confessed that hitherto the chemical geologist has rendered but very slight assistance to the practical miner in his search for the remunerative parts of a vein. The best guarantee for the future is the past history of the mine which proves that rich deposits may be stumbled upon quite unexpectedly in the ground already opened up.

I have thus endeavored to record the principal facts which have come to my knowledge regarding this extraordinary silver vein. Its story ought to teach Canadians among other things to have more confidence in the mineral resources of their country. That over three millions have been extracted from a bare rock in Lake Superior with an area not exceeding a thousand square feet ought to increase our faith in the vast unexplored regions which stretch away to the north and northwest of us. But let us not, in the event of new discoveries pamper our worthless mines nor on the other hand starve those of good promise. Neither let us when we find another productive mine tear out recklessly all the ore in sight. The product of a mine like that of a farm cannot be forced beyond certain proper limits without bad consequences. Let reserves accumulate in our mines as the rents formerly did in our financial institutions and mining will become as profitable as banking if not more so. The opposite system of picking the eyes out of the mine Raub bau as the Germans call it, has caused the ruin of such mines as the Ophir in Nova Scotia, and the Acton in Quebec. It is more by good luck than by good guidance that a similar fate has not yet overtaken Silver Islet in Ontario.

This remarkable mine was regularly exploited with varying results until 1885. In the late fall of 1884 a fierce snow storm caused the supply coal barge to seek shelter in a south shore port. After the cessation of the storm which lasted some days the captain found that his crew had deserted and he was unable to secure more hands. He was thus forced to tie up for the winter dismantled. The storms of 1884-5 along with the seepage through the rocks did their work and when the summer of 1885 arrived the shafts, the immeasurable galleries and passages, and all approaches thereto, were filled with water.

Thus came to an unfortunate termination the active existence of one of the most remarkable silver mines in the world. What the future may be is indeed problematical. Buried hundreds of feet under Lake Superior are yet, no doubt, colossal fortunes. The silver could be easily reached. But the task of pumping out the millions of gallons of water would be a very costly preliminary estimated at probably $40 000. It may yet be that when the present more available mines which are now so prominent in mining like have come to a happy end some courageous prospector with wealth at his command may unearth the vast secrets of the subterranean recesses of the little Silver Islet.

W. J. HAMILTON

THUNDER BAY

HIST. SOC.

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The Thunder Bay Historical Society

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PAPERS OF 1911-1912

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Miss Mattie Livingstone
Mr. and Mrs. Geo. Graham
Mr John Morton
Dr M. R. Dean
Mrs. N. L. Burnett

Peter McKellar

PRESIDENT OF THE HISTORICAL SOCIETY

President's Address

PETER McKELLAR, Esq

Furt William Ont Nuv 27 1912
The President s Address fur 1911 and 1912

To the Officers and Members of the Thunder Bay Historical Society I beg to make the fullowing short statement

In this the third Annual is included the wurk of twn years The work prugressed as usual although I had been away in eastern countries during five ur six months of the time There have been nine ur ten valuable papers on original matter presented which will appear in the Annual Besides these papers many interesting remiaiscences of by gone days were indulged in that would be wurthy uf presentation and will nu dnubt be largely absorbed in papers ialer un We are gathering considerable knowledge of the early days uf Thunder Bay—let us cuntinue the good work for the benefit uf those who cume after us

Since writing the last Annual No 2 we have been fortunate in securing in the Carnegie Library, a cumfurtable place fur holding our meetings, and also a safe place in which to store papers bunks and valuables For these cunveniences we are indebted tu the city and Miss M Black, the Librarian

We have also been fortunate in securing an annual appropriation of one hundred ($100) dullars to assist in our publicatiunn from the Provincial Government through the help of Mr C W Jarvis our worthy M P P

Our Society is becoming widely known and we have received quite a number of letters inquiring fur our Annuals and other lufurmatiun about the early bistory uf our district We have tried tu satisfy their demands and mailed a number uf the copies

We have not yet succeeded in furmulating a schema for the museum but in the meantime we have the valuables safely stured in a vault

I regret tu have tu record the death uf twu uf our members. Mr Rubert M Hamilttun merchant and a favurite especially in the social and musical circles in the twin cities Mr John McLaurin was a respected pinneer uf Fort William and a cuntributur to our first Annual.

We are expecting many mure uf the citizens uf Thunder Bay tu join the Society and help a wurthy object along

The Pinneer Banquet is still in the air—but we fully expect tu bring it to earth during the present year

I thank the members for their fidelity tu the cause and I may especially mentiun Miss C C Grant our Secretary Treasurer who with the assistance uf Miss M Black faithfully attends tu the clerical wurk uf the Society

PETER McKELLAR.

Miss C. C Grant

Secretary-Treasurer's Report

MISS C C GRANT

The work of the Thunder Bay Historical Society for the years 1911 12 has been most encouraging Great interest has been shown in the proceedings of the Society and there has been a gratifying increase of membership

Since the last annual report appeared nine meetings have been held at which the papers printed in the following pages were read and discussed

An era in the history of the Society was reached in August 1912 when for the first time the meeting was held in the handsome new Public Library Through the kindness of the librarian Miss Black the strong box in which are stored books papers and documents of value is deposited for safekeeping in the vault of this building Thanks are due Mrs. Anderson of Preston Minn and Mr J J Wells Fort William for valuable historical gifts of maps and photographs preserving scenes of the Fort William of long ago

One of the most enjoyable meetings was that held at the home of Miss Dobie Regent St. Port Arthur Refreshments were served and a social time enjoyed after the business of the evening was concluded

It is very gratifying to report that the Government has shown quite an interest in the work of the Society inasmuch as an annual grant of one hundred dollars is to be given it, to be used towards the publication of an Annual Report dealing with the work of the Society The balance on hand in the treasury at the beginning of 1911 was $24 85 Since then $25 00 has been received in fees which with the Government grant of $100 leaves a balance in the bank of $149 85 There has been no expenditure.

Respectfully submitted,

CHRISTINA CAMERON GRANT

January 1913 Secy Treas

Our Public Library

Miss M J L Black

The following interesting article on the public library was given by Miss M J L Black at the meeting of the Historical Society last night.

To anyone familiar with our Public Library the thought that its history is to appear in the annals of our Historical Society must seem more or less ridiculous Its history is still to be made It has no past and in fact little present and even what might possibly be called its past is lost to us for the time at least as we have not even a record of the minutes of the Board prior to 1897

According to legend though the Library was organized as the C. P. R. Employes Library in 1885 and it first found a home in the old C P R roundhouse at West Fort Mr John Whitehurst was a member of that first board and has occupied the same position ever since In him the Library has always found a most enthusiastic supporter

In those early days the C P R fathered the organization in a way that was beyond criticism They provided free accommodation and janitor and also gave an excursion each summer in its benefit On some occasions they made as much as $1 200 00 However the Company grew weary in well-doing and gradually curtailed their generosity till finally they charged for every service rendered to the Library The result was disastrous though the Library had many faithful friends who succeeded in keeping it alive for many years in spite of the difficulties by which they were surrounded

As I mentioned before the first official records that we have of the Board are the minutes for the meeting of January 12th 1897 Mr S Phipps was then president and Mr Bowman Secretary Librarian. The rest of the Board was made up of Messrs Hodgson Reading Cumston Whitehurst Gorrie Harriman Hamilton with Messrs. Hanna and Corbett as auditors It is recorded that at this meeting there was a sale of periodicals which netted $28.20 Evidently the Board did not realize the fact that in those papers they were parting with the most valuable part of their library to recover which we would give a good deal Apparently in those days the Board only met when there was special business to transact, for the meetings are few and far between and usually deal with the management of the annual picnic

In January 1903 the Secretary reported a membership of nearly one hundred but the minutes display a spirit of depression that is rather pitiful Evidently the finances were in a pretty serious condition and must have become more so for there is no record of any meeting during the year 1904 Many thought that the library was dying and some were sure that it was dead and should be given a decent burial They failed to see that it was just the calm before the storm the dark moment before the burst of the rising sun Reading between the

lines of the minutes of the two meetings that occurred in 1905 one cannot fail to see the beginning of the renaissance of library work in Fort William During these meetings it was suggested that the Library should be moved to a more central part of the town and at the January meeting in 1906 it was moved by Mr Speed and seconded by Mr E E Smith That the C P R Library of 2-000 books with all appurtenances be merged into a town library and that a committee be appointed to interview the town council in regard to the matter The City Council met the committee half way and agreed to provide accommodation in the City Hall and also light and janitor

From this point on the Public Library's course has been clear sailing It was organized as a subscription library with a membership of one dollar and by the end of 1908 it had a membership of 182 Towards the end of 1907 arrangements were made to have the books classified according to the Dewey method and in January 1909 a bylaw was passed granting the library an income of a half mill on the dollar on all rateable real and personal property in the city with the understanding that the Library should be absolutely free. Early in the year arrangements were made with Mr Carnegie in regard to a gift for the erection of a suitable building

Though in the past 1910 is too near us to attempt to give any record of what occurred However it might be well to record in our historical annals, that in that year was instituted the first Children's Story Hour and that it also saw the first Travelling Libraries sent out into New Ontario through the means of the Fort William Public Library The year closed with a membership of 1974

A A VICKERS Esq

Treaty Making with Indians

A A Vickers Esq

At a recent meeting of the Thunder Bay Historical Society held in the City Hall on Friday evening last a most interesting account of "Treaty Making with Indians" was given by Mr A. A. Vickers His narrative was taken from a diary of his father the late J J Vickers who came here for the first time in July of 1859 The following extract therefrom will prove of interest to members of the Historical Society

—

J J VICKERS FIRST TRIP TO FORT WILLIAM

Wednesday 29th June 1859—Left Toronto by the 5 p m train to Collingwood got there at 10 p m went on board the Steamer Rescue but the boat did not leave on account of storm.

Thursday morning—Got under way at 5 a.m— rather calm but heavy sea on Got up at 8 a.m. could hardly stand to dress had light breakfast at Chesley. Captain Dick and I talked till noon At 3 o clock we passed between Bears Rump and Flower Pot Islands and can see Manitoulin in the distance Called at Bruce Mines at 5 a.m Friday and started for the Soo at 5 30 Friday

Reached the Canadian Soo at 11 o clock saw J Wilson Pim and Simpson crossed to American side to coal and walked through the village At 4.30 we got through the canal and started for Michipicoten Island 12 hours run where we expect to spend some hours and pick up precious stones

Chesley has an Indian interpreter named Johnson to speak to the Indians at Fort William

Saturday 4 p m—We arrived at Michipicoten Island at 9 a.m, had to lay to in the lake from three to six in the morning from fog so thick could not see one inch and tremendous storm found the south side of harbor very pretty and quite safe got agates and spar stone Captain caught speckled trout others take guns but shoot nothing this evening we start for Fort William and hope to reach it in the morning 8 45 p m—At sea we have some of the speckled trout, it is still daylight but getting dark and very cold I believe it is always cold here in the cabin a good overcoat is only comfortable

Sunday morning, 8 a m—About to pass Thunder Cape 15 miles from Fort William the water here very cold One o clock just about to row to Fort William after dinner Indians come on board some painted look very funny Got to Fort William see Mr McIntyre who receives us kindly We are now squatted on the grass smoking five of us Chesley goes into house to see Mr McIntyre On his return we propose going up the river to inform the Red Man to hold a council tomorrow Have been up and arranged matters for tomorrow I take down questions and answers

Indian Council held Monday July 4th 1859

Rev Father Chonie complains of whiskey having been given to the Indians on boat. Chiefs present—John Quinvery over 100 years old Wm Kebishkokigigunn Shkany in English Shebakgik or Shebahgheghick Father Chonie raised the objection that the chief outside the house did not belong to his tribe Number of Mission Indians present 28 Pagans 32

Chesley to Johnson: State to the Council to offer to the Great Spirit our thanks for the peaceful mission at this station. I have some words to address to the tribe called Fort William Indians. I am sent to speak these words being Second Officer by their Father the Governor General to treat with them on the subject Although I appear before you as a stranger I am

nevertheless familiar with their habits, having studied their manners for half a century 45 years of that period I have been an officer at the Government The greater portion of that time I have been east among their brethren I mention these circumstances to assure them that I have the Red Man's interest at heart if then I succeed in showing them that the Indian Department is their friend I am repaid for my trouble

Before proceeding any further I will read the authority I hold to negotiate with you when I am done I will sit down to await your answer if you then speak to me I will then explain the object the Government have in view Mr Chesley reads his authority and instructions from the Indian Department and Crown Lands Department they accept Mr Cheeley and his authority

Johnson says He is directed by the Chief and children we are not at all times prepared to answer keye he is grateful to the Almighty for the privilege granted of considering all today We recognize you as being our Father and sent on by the Government to treat that is all we have to say at present.

Chesley to interpreter State the subject is not new it is important that they should make up their minds at once as the steamer awaits I hope they will use all expedition Mr Chesley reads the proposition and shows the portion of reserve equired Have they any idea of coming to an understanding today? Would like that they should Want pork or something to eat Sorry he was not prepared did not know it was the custom or would have brought some Mr McIntyre said he would furnish it so all they go in have a grand feast of flour and pork

We met again at 4 p m Interpreter repeats You have heard what your great Father has to say in van we wish your reply Chief stands up shakes all our hands says he is getting very old he is not able to interpret his words but is anxious to relate what occurred at a treaty with Lord Elgin in 1850 He depends up the Almighty if the Master of Life succeeds in his undertaking he will also succeed He was present at the treaty of 1850 and heard the words made use of there He saw Lord Elgin and Mr Robinson seated on his right They made a proposition at that time to purchase the property of Indians from Penetanguishene in Hudson's Bay that was demanded from them and ceded to the Government. At first payment was made $6 00 a head the treaty will tell what was done then I do not want to remove anything from the former treaty I merely want to state for my young men what did occur Mr Chesley says I would rather not I cannot alter what my superior has done Chief says he is authorized to speak in a preliminary style then his young men will be ready to speak— all the words you have mentioned to him he understands but it requires reflection my life will soon pass away but my young men must be considered Previous in going to Treaty of 1850 they had made out a boundary from this to Jalle and desire to know what it is They think the reserve is made smaller Mr Keating was secretary and instead of making it six leagues he made it six miles We were asked at first if they were satisfied to take the whole of this side or one half

REPLESS TO CONSIDER.

Deputy Chief addressing all refers to Chonie as a Priest who taught them to respect God then repeats the words to all present Are all willing to give up reserve provided they get the original reserve of six leagues anywhere? I was under the impression that the present reserve would be of great benefit to us I waited for the white people to consider it worth more than heretofore We will relinquish this reserve provided we get land same else and same improvements as at present in addition they ask a sum of money for removal to new reserve Mr Chesley says Tell them I have heard their proposition and will report though I have an idea the Government will accede to their request they ask too much for the land Chief says The Indians living near Montreal have never been neglected why should we be? Chesley explains

how it leads to bloodshed etc Chief We are under the impression we would like to wait till tomorrow morning. Chesley I wish to convey to the people that I came to warn them and if these difficulties arise we cannot promise to protect them though the Department will do all they can for them.

CONSULTATION

Chief We comply with the wishes of the Governor-General we relinquish a portion of the reserve giving a description of lands ete We had tea with Mr McIntyre lots of cream and hard boiled eggs After this we went on board Steamer Rescue being at anchor outside the bar of Fort William Herrich came with us we had game of whist then to bed.

Tuesday July 5th 1859—To breakfast then on shore to see our indian friends We now go to Pagao Camp Chesley to Johnson I wish you would tell the people present that I am a little disappointed not receiving a more satisfactory answer Yes Do you consider you have equal right in reserve or division thereof? Yes Do you receive equal benefits from lands although we have not commenced to cultivate? Our intention is to do so Tell them their representation through Mr Dawson has reached the Government and their not having embraced Christianity is for themselves to consider but promise them half the reserve and tell them they will have the same proportion and protection against the inroads of the whites and Mr Dawson states their willingness to comply with Government request In regard to report of Mr Dawson he heard Mr Dawson stated as

Chesley says My instructions are to get an unanimous expression if not to get the majority he is anxious before returning to get their opinion on the subject All the Indians in favor of relinquishing reserve were surprised because in 1850 Mr Robinson said the minerals therein were sold and they received the benefit, they were told they were to be settled but were not yet that took us by surprise They told Dawson what they wanted, they wished to buy their log with care as you cannot lay a log carefully in one day and they also consider amoog themselves what size their lots should be Chesley I would they would give me in writing something to show their father the Governor General of their willingness to give up their one half of reserve and to have it witnessed? Yes How many do you number? Chesley asks Cannot tell he offers them if this be approved by the Governor-General one dollar a head all round They want to be in possession of a parchment to keep You shall have it so soon as I get the assent of the Governor-General"

We then crossed to Fort to see the Christian Indians They say "We met in smoking council last night and have deliberated all night, and have come to the determination of reserving to ourselves 100 acres for each family some of the young men are about to marry and they want to be included. How many families are there and where do they select? They tell where they are We now arranged Treaty Mr Chesley writes copy to present to Governor-General We all signed as witnesses thus ended the Indian Treaty

I bought a splendid pouch and pipe from the old Chief Then we went on board after enjoying Mr McIntyres hospitality got caught in a thunder storm Mrs. McIntyre and children came on board with us. Chesley took off his coat to cover the children. 3 30—Off we go now for home

Wednesday morning 5 a.m.—Here we are lying to in a fog fear going too close to Michipicoten Island where we have to call for three men left on our way up Mrs McIntyre has been sick all night, no female on board to take care of her Sea smooth, still fog cannot stir 6 p.m dare not move we try to amuse ourselves playing whist and smoking

Thursday morning 7 a.m.—Here we are 24 hours in fog not able to stir one foot it is no joke and even now there seems no chance of clearing off Fear we cannot get home by Saturday as hoped to we cannot leave these poor men on the island we whistle all

day but they don't hear us and we only suppose we are near island Ooe o clock—Still fog Captain thinks he will try nod find island

Thursday evening—36 hours in fog

Friday morning—50 hours in fog, made steam slowly and sighted island but not any better off than before no sign of the men 11 o clock sighted island closely sent boat to look for men all on board in great suspense we see our boat returning alone when near they shout We found them We then see we all shout with joy this was another boat coming towards us and about 12 o clock. They had provisions for several days but we did not know that Now we are ready to start for Sault Ste Marie but cannot get to Collingwood before Sunday

Saturday morning 5 a.m—Just in Soo Canal fog again near its mouth could not enter till this morning and hope to reach Collingwood about 3 this evening

Sunday night.—Here we are at last at Collingwood we start at 5 30 in the morning for home sweet home

Monday morning July 11th, 1859—On the cars all right now once more on dry land This ends my first trip to Fort William

Paper by Peter McKellar, Esq.

Fort William, Oct 23 1911

The Right Honourable the Prime Minister of the Dominion of Canada
Ottawa Ontario

The Council of the City of Fort William would respectfully call your attention to the valuable pioneer services rendered by the late Simon J Dawson, C E M P P and M P in opening up Western Canada

During forty years of the best days of his life he was engaged in important works for the Government, exploring surveying, engineering and mapping out undeveloped territory, and also legislating in Parliament. In these works were included the superintendency of opening up new lines of transportation such as the well known Dawson Road, also conducting negotiations with the natives prior to regular treaties Afterwards his experience was helpful to the Government in drafting treaties with the Indians.

In 1869 Mr Dawson was directed by the Dominion Government to prepare and provide means to conduct a military expedition from Thunder Bay to Fort Garry on the Red River through a wilderness of about five hundred (500) miles The famous Colonel Wolseley expedition of 1870 consisted of about three thousand men soldiers, voyageurs and natives During the winter Mr Dawson had large wooden bridges built across the Kamlelstiquia and Mattawa Rivers and also 150 boats with flat scows He also had the necessary voyageurs and supplies in readiness for the following spring He was in charge of the transportation branch of the service, and so well did he supply and conduct the affairs that the expedition was a great success without an accident worthy of record and for which accomplishment Mr Dawson received the thanks of the Imperial and Dominion Governments

Mr Dawson had done much for the country during his lifetime yet in his latter years he was in straightened circumstances The pioneers of the Thunder Bay District feel that he was deserving of better treatment from the Government than he did receive Whatever means he had accumulated in active life he invested in mining enterprises in the Thunder Bay District but like many others he lost it yet the country gained by the expenditure

Mr Dawson came to Canada from Scotland when a boy His uncle, Col Miles McDonnell was the first Governor of Assiniboia and cousin of Lord Selkirk One of his brothers was a member of Parliament and another one was a well known Catholic Priest in Ottawa. The Dawson Genealogical Tree is extant and an honorable one extending back for many hundred years

Mr Dawson has passed beyond the means of earthly aid but the Government could well and justly help his only surviving relative by a small annuity to relieve her pecuniary distress during her remaining years This council therefore would respectfully ask of you to use your influence with the House of Commons to provide

some means of sustenance for Mary E Dawson (Mrs W H. Fuller) during the rest of her lifetime She is the niece and also the last member of a worthy family line Through misfortunes she has in advanced age been left a widow almost destitute She has not been used to 'roughing it' and at this time of life to leave her without means of support would make a blot on the Canadian people—in view of what the family have done for the country in the past

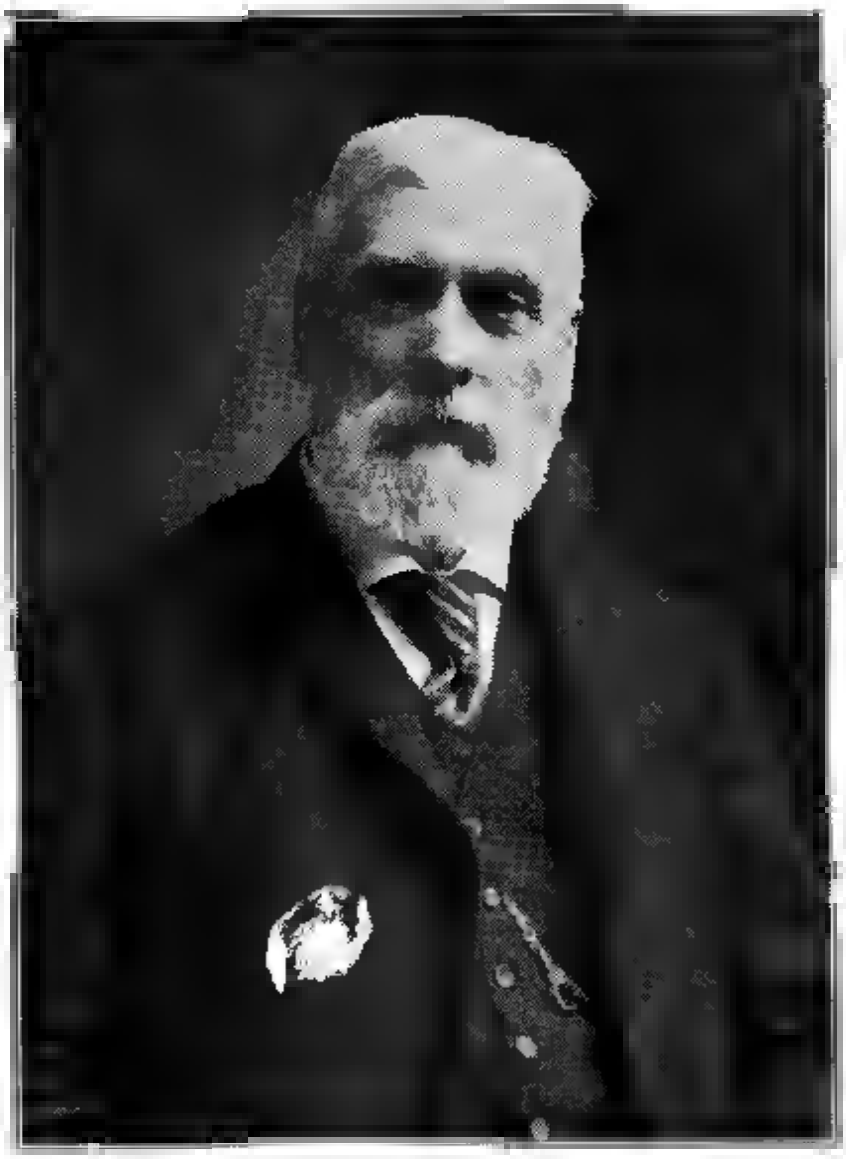
S C YOUNG
Mayor

A McNAUGHTON
City Clerk

The foregoing petition to the Honorable the Prime Minister of the Dominion of Canada was drawn up and submitted to the City Council by Mr Peter McKellar the present President of the Thunder Bay Historical Society

P S —I will present to the Society a framed picture of Mr Dawson which was presented to me by his niece M E Fuller

PETER McKELLAR.



Dr. T. S. T. Smellie

The Origin and History of the Fort William Relief Society

By Thos. S T Shellis

The Fort William Relief Society originated in a near-tragedy which occured in the afternoon of an early spring day in the year 1893 which under slightly altered circumstances would have successfully rivalled the horrors of the Black Hole of Calcutta of which so many of our school children have read As Fort William has in some respects a special interest in this dark tragedy the facts may be briefly recalled

In the summer of 1756 nearly a century and a half ago the City of Calcutta was besieged and taken from the British by the Nawab of Bengal and a hundred and forty six English speaking people were taken prisoners and confined for the night in a dungeon afterwards known as the Black Hole of Calcutta In the northeast bastion of Old Fort William the military prison of Calcutta. This room or dungeon had only two very small windows and there was neither air to breath nor water to drink Moreover this room in which all these 146 persons were confined was only 15 x 18 just the size of an ordinary dining room and there was hardly standing room for these poor people whose dreadful sufferings lasted through the whole of that long night When morning came only twenty three people were found alive—that is five out of each six persons had miserably perished

Let us now turn our attention to the Fort William which we know and has the advantage of a temperate climate and the clear cool temperature of early spring instead of the intolerable heat of tropical summer As an immigrant train slowly crawled into Fort William that afternoon no one supposed that train differed in any essential from dozens of such trains which arrived every week during the spring months But from Sabrethar was telegraphed the news that there was an undoubted case of small pox on board Both towns were terrified and for several hours the train was kept moving back and forward between the two municipalities neither town was disposed to harbor the unfortunates But at last as Fort William was the division point on the C P R it was decided to throw off the infected car there and the car was spotted exactly opposite the present Elevator B There it remained for the night but early next day the car was run up to the Mission and was anchored close to Elevator D almost where the house of the late Mr James Mulligan stands Shortly afterward it stood just where the diamond crossing is stationed at West Fort Eventually the car was taken out to the four mile creek where it remained until after the quarantine was raised some six weeks after the car was first brought to Fort William

But it was at Elevator D where the dire distress and dismal malconditon of these poor immigrants was first revealed By direction of the Dominion government I was asked by Mr James Govern Dominion Immigration to look after these poor unfortunates

On proceeding to the car in the early afternoon of the Saturday I was prepared for some things but the unparalleled condition of things completely took my breath away This was an ordinary colonist sleeper car having not much more floor space than the notorious Black Hole Seventy four people were in that car the doors were by order closely shut so were the windows—even the ventilators were stuffed Coarse food of good quality such as bread tea-crackers and cheese had been provid

ed but the children had not been considered or remembered and there were twenty of them eight under one year of age

The stench was intolerable the toilet had become clogged and of no use the people had to be in their bunks because there was not standing room for all on the floor There was great distress for want of water because the tank had become empty and the Indians at the Mission in their terror threatened to shoot any one who put him nose out of the door There was no water for performing their ablutions and it was not possible to wash a single rag even for the babies The eventual safety of the people proceeded from the fact that the case of small pox was early discovered and the rash had appeared only a few hours before Fort William was reached and this was apparently their salvation Had these people been huddled together as described till the stage of suppuration had arrived there would have been many deaths and the death rate would have closely approached the death rate of the Black Hole

The men were one by one sneaking out under cover of the darkness or when they thought they were being unobserved and bringing in a little water in a tea pot

I at once gave orders that all doors windows and ventilators should be opened for ventilation and four small stakes were set up marking off a small square within the limits of which they were free to patrol and get fresh air and where the children's clothing could be washed Conveniencies were entirely absent but night had come on and much could not be done till the morning so after treating the sick vaccinating the people and giving them all a cursory medical examination I left them promising them an early morning visit

Next morning was Sunday Fort William was but a small town we had no daily papers and it seemed a hard thing to get people to know what was going on in their midst

But in every emergency when help is urgently needed some one is found to fill the breach This was the case day at the Fort William Reform Society—this spring Sunday 10 April 1893—now nearly twenty years ago

In default of a daily press and no press at all on Sunday we appealed to the pulpits of the different churches—and the special wants of the people were made known to the people of Fort William generally by open The notices read in the churches mentioned the things specially needed such as clothing for both sexes and all ages soap and towels soups milk cooked meat and vegetables besides canned goods The special needs of the children were specially dwelt upon It was announced that at four o'clock that afternoon a delivery wagon would proceed from a central spot in Victoria Avenue to the interested car laden with such clothing and supplies as the generosity of the citizens would prompt them to give Mothers especially were called upon to remember these innocent and interesting people and here was where the pioneer women shone—shone radiantly Not only was the delivery wagon abundantly filled with all necessaries on incredibly short notice but the ladies saw that this case of destitution was going to be a sustained one so before parting they decided to meet again on Monday for organization receive daily reports and provide for several weeks supply of what was needed Of course the town supplied eatables and the government paid for these supplies furnished tents etc but the ladies from their cast-off garments and other household supplies gave what neither the government or the town could supply

This went on for a number of weeks and by the end of that time the ladies of Fort William had seen to it that no need of any kind was left unsupplied and each one of the seventy four departure was decently clothed and shod by their benefactors

Immigration to the northwest was then only in its infancy but the ladies saw that such cases might be thrown on the town at any time and with considerable frequency It was therefore decided to form a permanent Relief Society which was at once done

From that time on for nearly twenty years the Fort William Relief Society took care of all cases of poverty and distress no matter how arising Their benevolence however had a strong hopeless tinge in it—no money was ever given but relief was always given in kind and a visiting committee saw personally that there was need in the first place, and that relief was given in the way and shape in which it was most needed

As years went on their labors increased The town grew rapidly became a city and for various obvious reasons want and poverty increased but there was no let up to the push vigilance and tact of the ladies Their numbers did not so largely increase but the volume of the work so increased and the borders of the city became so enlarged that the work threatened to exceed their powers

As time has gone on the carping critic so seldom missed from our streets has endeavored to belittle the labors of those estimable ladies drawn from all the congregations of the city and to decry their work It has been alleged that they were guilty of indiscriminate charity overlooked some and pampered others and that but little business talent was evinced in their management of affairs To those who have watched the career of this society such statements will have little weight because they are absolutely known to have no foundation in fact

One inflexible rule of the Society was that no charity was to be distributed unless some member of the committee visited the house and reported the needs In the hands of a careless or perfunctory acting member this would have meant hurtful delay or absolute barrenness of result.

This visiting and reporting of cases at once was an inflexible regulation of the Society and added much to its usefulness and influence In many cases and on frequent occasions mothers of families regardless of their own physical condition or the imperative demands of their households and putting peremptorily aside the calls and blandishment of so-called society would trudge off through the snow or slush or in the baking atmosphere of a summer day to investigate a case of want or distress at the Coal Docks Second River the outskirts of West Fort and to do the leaders of society due credit it may be said that the most vigorous and enthusiastic members of the Relief Society were recruited from that class They have worked long faithfully continuously and with unabated enthusiasm Even if their numbers and strength seem hardly able to cope with this work which has grown up in recent years to such proportions, and even if it seems advisable to take other and more complete measures to deal with the question of poverty in our midst it ill becomes anyone to utter one word of insinuation or depreciation in regard to the career of this noble band of women

THOS S T SMELLIE

Reminiscences of Early Journalism in Fort William

By F Fregeau Esq

In 1880 Mr F T Graft of Mount Forest Ont. with the aid of a bonus of $500 contributed by the people started a paper on Ann Street called the Herald The plant consisted of a press and one jobber with a dozen cases of type It was a patent inside sheet and the staff consisted of one youth The pay was big—$3 00 per week—$1 00 in cash and the other two dollers in trade orders The paper lived for a couple of years and in the spring of 1882 the beginning of the Prince Arthur Landing boom was taken over there and established as the "Daily Herald" the ancestor of the Evening Chronicle But years before the Herald appeared on the scene another journal was born and died on the banks of the Kaministiquia Acting on the advice of Hon Adam Oliver M P P two misguided young men named Colly Patience and Walter Burdock arrived on the old Quebec in the spring of 1877 with a pretty well worn out and Pied plant of type and a hand press. They occupied the upper portion of the late A. McLaren's general store which stood where is now the Ogilvie Flour Mills, and for some time was known as the Riverside boarding house Their staff was made up of two young boys Fred Fregeau and John (Jess) Morison and their pay was $2 25 and $1,25 respectively per week Right at the start the sheet had to struggle under the most peculiar name a paper was ever christened with namely The Fort William Day Book Their subscription list was a limited one—very much so—being about fifty paid ups They had a small hand job press but during the whole of that summer they took in only one small order of business cards

The two young partners were good printers but were not onto the job as wielders of the facile pen However they had plenty of willing contributors when they mixed up with that redoubtable old newspaper warrior Mike Hagan of the Sentinel published in Prince Arthur's Landing and most able contributors of the voluneteer subscribers were Peter and Archie McKellar and Archie McLaren father of James McLaren late town treasurer After three or four months Burdock got homesick and it was back to the old home and mother for him Mr Patterson however was made of sterner stuff and possessed of the qualities of his name He struggled along as well as he could with an empty exchequer until fail when a preacher appeared on the scene in the person of Charles S Douglas, of Beaver Dam Wis Patience sold him the complete outfit lock stock and barrel and the name kicked the Fort William real estate off his feet and joyfully wended his way back to Ingersoll Ont. where he wisely went into the honey bee industry—

Douglas was a journalist who had graduated from the core, could write a

corking red hot editorial and was a worthy foeman to the hard hitting Irish editor Mike Hagan of the Sentinel in Port Arthur The way they would pitch into one another and the epithets they would hurl at each other was something scandalous So keen was the interest taken by the citizens in the exciting squabble between the two villages that almost the entire population would go into the office to watch the interesting process of getting the paper to press This may seem an exaggeration but when one considers that there were only nine dwellings two stores and one boarding house on the banks of the river stretching from the Hudson s Bay post to as far up as where is now Sprague street it is not so wonderful after all

The Day Book apprentice used to deliver the paper to the Landing subscribers twenty-seven in number by going over on the tug "Watchman" commanded by the late John McLaurin with W Pritchard as engineer As only twenty five cents was allowed the printer boy for expenses and that was exactly the fare over there he just naturally had to foot it home being careful to take the back streets to avoid being mobbed by the boys who were as interested in the fight as their elders. That same fall the Day Book was moved to the west end then called the Town Plot had a population of about a hundred people and was headquarters for Purcell & Ryan the contractors for the construction of the C P R between Kaministiquia and English River Douglas managed to pull through the winter but when the spring of 1878 ushered in he sadly gathered his plant together and departed for the west where he established The Emerson International and became M P P in the Manitoba Legislature

MRS. F. C. PERRY

First Newspaper Published in Thunder Bay

MRS. PERRY

In the winter of 1874 and 1875 before the advent of railway, telegraph or telephone when the waters were longer and colder and communication with the outside world was by dog train, the inhabitants of Fort William and Prince Arthur's Landing (the present cities of Fort William and Port Arthur) found themselves on the verge of a fit of the blues. There was no mail for weeks and the usual amusements skating, snowshoeing, tobogganing and dancing did not satisfy and months must pass before navigation would open. Something must be done to relieve the monotony, but what? Many meetings were called and suggestions made. The majority favored publishing a paper in each village alternate weeks. The minority were dubious. No press, no type but this difficulty was overcome. Had we not quires of foolscap, ink, pens, men and women of brain? A paper it must be. So into our isolated world was born the Triweekly Perambulator and The Thunderbolt. Never again will papers give the same amount of pleasure and excitement that these did. The first to make its debut was the Triweekly Perambulator, editress, Miss Groom, editor and printer Mr. Peter McKellar, artist, Mr. Archie McKellar, contributors and critics the remaining inhabitants. This was a neat eight paged paper, containing a brilliant editorial which stated that its object in coming to life was to enlighten the world of the resources of the district, to instruct its readers, to chronicle the mining and social events and its politics were those of the government in power. It was enclosed in an artistic and illustrated cover, tied with bright ribbon. Each special day had its appropriate ribbon, St. Patrick's Day having green and Easter, white.

One cold, frosty morning we sent it trundling over ice and snow, on its mission of love, to Prince Arthur's Landing.

Slight mutterings in the air.

The following week the Thunderbolt struck the Fort and the mutterings increased.

Like the Perambulator it was an eight page paper. The editors were Messrs. G. S. Marks and G. A. Holland, the artist Mr. W. W. Russell. It contained an eloquent editorial commending this, the first newspaper written in the Landing, to the people. Its object was to further the interests of the people of the village and it contained social, church and general news. Its politics were the unmaking of governments.

After the first issue war was declared and the fight went gaily on increasing every week, the din reached Silver Islet and the Canadian Pacific engineers up north. They sent ambassadors to negotiate for peace but, on arriving joined in the fray, on one side or the other.

Now, what was it all about? Nothing less than the terminus of the C. P. R. Each paper maintained that its site was the only one on Thunder Bay that could be utilized for that purpose, condemned and denounced the other.

The artists in portraying the future of their respective villages, always pictured the other village as being wiped out of existence. The caricatures were clever. One in the Thunderbolt enjoyed by the people of the Fort and Landing represented the editor wheeling an antiquated Perambulator in which sat a fat chubby baby girl (Editress). A passing thunderbolt descended, causing great

tress

Sarcastic articles appeared frequently and on one occasion after a publication of the Perambulator the Thunderbolt inquired the meaning of the editorial to which question the Editress replied that she could furnish material but not brains

The Thunderbolt returned the compliment by sarcastically referring to the Perambulator being a tri weekly publication by saying Did the Perambulator die ? We have received no number this week

The Perambulator replied in humility We publish one week and try the next

The scientific mining social church and other subjects treated in these papers would be creditable to any publication of today and they accomplished the mission for which they were created by giving the people something with which to fill their time

The whistle of the first boat sounded and a day too soon food with humors even the greatest of newspaper battles ceased The Calumet was passed around and all was peace and harmony once more.

Were the prophecies and predictions that were deemed so improbable in those hy-gone days fulfilled ? Yes and doubly so But it is to be regretted that many of the leaders in this episode were not permitted to see their dreams realized Both villages have become thriving commercial cities with three transcontinental railways bringing them in touch with the uttermost parts of the world

K McK PERRY

The following lines written by Miss Mary McKellar in 1872, are descriptive of Perambulator times in Fort William

WAITING FOR THE MAIL.

Hark ! I hear heavy footsteps
  Trampling over the snow
Can it be the courier ?
  He left here weeks ago
I am sitting watching waiting
  My thoughts afar doth roam
I cannot rest a moment
  Why don't the mail man come ?

We are waiting waiting, waiting
  Waiting all aglow
We are waiting, waiting waiting
  For news good news from below

Another glowing twilight
  No mail has yet arrived
For days and days we've waited
  My patience is sorely tried
The night is bright and cheerful
  Transparent while the snow
The Indian trail well beaten
  The mail will come I know

Ye mighty men in power
  Give ear and a little time
To the wants and inconveniences
  Of this outlandish clime
We have gold lead and silver
  Mines that cannot fail
We want your aid to prove them,
  And we want a weekly mail

Shut out from daily intercourse
  With the gay world below
For hundreds of miles our bulky mail
  Is packed over ice and snow
Through a rugged country
  Along a stormy shore
Twice a month we receive it,
  Twice a month no more

He comes he comes I see him
  Passing by the gate
With a heavy mail bag on his back
  He bends beneath its weight
Down down to the post office
  Haste the mail has come
Down down to the post office
  Go fetch our letters home

How Nepigon Bay Lost the C.P.R. Shipping Port on the Great Lakes

PETER McKELLAR Esq

In the early summer of 1873 there was much surveying in progress around Nepigon Harbor it was reported that the Government engineers were laying out the terminals for the C P R at that place We the people of Thunder Bay went to work and secured evidences in favor of Thunder Bay A delegation was appointed to present them to the Government Judge Van Norman Lawyer Macher and myself were the delegates Mr Langevin Minister of Public Works was away from Ottawa and I was the only one of the delegates that reached him in Montreal I explained the conditions of the harbors in regard to the navigation and left the papers with him

In November there took place a turn over of the Government Conservative to Liberal After the change Mr Adam Oliver by his vigilance saved a crisis in the situation as will be seen further on.

I was spending the winter of 1873 in Toronto Mr Adam Oliver was at his home in Ingersoll After the change of Government took place and Hon A. MacKenzie became Premier Mr Oliver wrote me and informed me that he had been in Ottawa and that the Government advised him they had no evidence in favor of Thunder Bay and that the engineers had decided on Nipigon Bay for the Railway Terminus He wanted to know with whom the Thunder Bay delegation left the evidences last summer I wrote him that I had left all the papers with Hon Mr Langevin Minister of Public Works in Montreal and that he said he would see that the matter would be investigated A few days afterwards I received a letter from Mr Oliver stating he had received an answer from Mr Langevin advising him that he must have left the papers with the Government and if they can not find them they must have been destroyed in the engineer's building that was burned lately He stated if we cannot re-secure the evidence before the Parliament acts on the matter a decision will be given that the terminus be at Nipigon Bay I wrote immediately to my brother John and explained the condition of things urging him to lose no time in getting sworn evidences to take the place of those lost and have them sent down to me immediately My brothers on receipt of the letter went to Prince Arthur's Landing and explained the danger The people were fired up and a number joined to secure the evidences I may mention that Mr D M Blackwood Mr Heath and others did good service When the evidences were secured and the Seal of the Shuniah Municipality was attached the Council wanted to take it from the Committee that gathered the evidences and send it by a Council Delegation Quite a rumpus ensued but it ended satisfactorily It is right to mention that the late Mr Thomas Marks took an active part in settling the matter The delegates finally appointed were Messrs Adam Oliver, P J Brown Thomas Marks and myself Oliver Brown and I were East, and Mr Marks went East by way of Duluth and took the papers along The delegation met at the Queen's Hotel they (Messrs Oliver Brown and Marks) wanted to go on to Ottawa that evening I said All right you go on, I would not go unless my report was finished and it would take me two days to do it Mr Marks said Let us read what you have After reading it they said You must finish the report and we will wait for it. They said they could attend to other business in the meantime and that we

could meet the Ottawa evening train at the station day after tomorrow I was stopping with Mr McNabb Police Magistrate of Toronto, on Murray street about a mile from the station. At dinner on the evening of the morrow Mr McNabb said I forgot to send you word that Messrs. Oliver Brown and Marks want you to meet them to go to Ottawa on the evening train They were a day ahead of time and I had not the report in shape I left the table and hurried to the station in time to tell them to go on as I had not the papers ready but they had all the other evidences and could attend to the matter without me They insisted on my following on the next day's train they would wait for me at the Russell House I reached Ottawa at the appointed time six o'clock a.m. and met Mr P J Brown on the platform on his way back home He told me I might as well go back that nothing could be done Mr MacKenzie the Premier and the engineers proved all our evidences false etc. but for me to go on to the Russell House as Messrs Oliver and Marks were awaiting my arrival as agreed upon I said All right you will find out they will listen to me On my arrival at the Russell House, Messrs. Oliver and Marks told me as Mr Brown had that we might go home as the Government would not listen to our evidence and there was no use in trying any further After hearing what had passed between them I said "I am not surprised You had no personal knowledge of the matters they brought up but I have and can show where they were in error You will see that the Government will allow us to prove our case." These delegates were not long in the district and their business did not lie in the direction which would give them a knowledge of the conditions of navigation there

I proposed that we take Mr Borron our member with us and see the Premier again They said I could go and that they would wait for me but did not want to be further insulted I then stated I wanted to go first to the engineers offices I am acquainted with Mr Carre who is in charge of the survey west of Nipigon and will go to see the Premier tomorrow

Mr Carre introduced me to Mr Sanford Fleming, the Dominion engineer He was kind and inquired about Thunder Bay matters I told him I was down with reference to the navigation of the harbors He said Messrs Brown Oliver and Marks were here yesterday on the same business but we showed them there was nothing in it. I said— I have been for the last ten years around that coast and I can assure you there is a great difference in favor of Thunder Bay against Nipigon in regard to the navigation And in addition we have the sworn evidence of the pioneers of the district to show He said. Yes— I know but we have evidence just as strong on the other side. Well. I said if you let me know what these evidences are and we cannot prove them to be false we can do no more but, I said I feel confident they can not be true After a little time he said. Captain Campbell an American with a party going to Nipigon Bay arrived at Silver Islet last spring and could not go in to Prince Arthur's Landing as Thunder Bay was covered with ice After waiting a couple of days he engaged a small boat to take them down to Nipigon When they got there the bay was free from ice Well I said I happen to know all about it and I can produce proofs to show the statement is incorrect On that occasion I was one of a party waiting for the opening of navigation to explore for mines along the coast below Nipigon We were taking a surveyor and the tug "Watchman" along After the bay opened and one or two steamers arrived (I think the Quebec was one) while getting things preparatory to starting. Captain Pritchard of the Watchman told us there was a Captain Campbell and party who wanted him to bring them to Nipigon Bay Would he take them ? We asked him if they had a surveyor along ? When he found out they had we decided not to take them. When we left the Campbell party was on the dock On reaching the Garrgon Channel it was covered with ice—and we could not—as usual go in by the Nipigon Bay route. We turned and went outside of the Battle Islands In passing the Simpson and Copper Island Channels we

could see the bay inside was covered with ice.

Next day Mr. Borron and I went to see the Hon. Mr. MacKenzie the Premier. He knew us and was kind and affable. When Mr. Borron M.P. introduced the matter of the harbors Mr. MacKenzie said Messrs. Brown, Oliver and Marks were here yesterday and went over the evidences with the engineers and it was decided there was no use in going into the matter further. I then asked him if he would allow me to give some explanation from my long experience in that district. He said "Certainly." I then narrated what passed between the engineers and myself and stated that all we wanted was to be allowed an opportunity of laying the matter before the Government before a decision had been passed on it. I wish also to lay this plan before you. I had some trouble in getting it from the Crown Lands Office in Toronto. I had to secure it through the Hon. Mr. McKellar. I leave it with you to draw your own conclusions. The plan showed all the locality around the Nipigon Harbor surveyed with the name of the applicant on each location. After looking over it the Premier said: "Mr. McKellar, I can assure you that you will get plenty of time to show the matter up and the Government will give it a fair consideration" or words to that effect. If you want further information from the engineers take Mr. Borron along and you will get it." We went to see the engineers and got the information wanted. When we arrived at the Russell House Messrs. Oliver and Marks were anxiously waiting. They could hardly believe it was true but Mr. Borron told them it was all right.

Then they told me to wait in Ottawa for a couple of weeks and attend to getting the evidences and reports in pamphlet form etc. Mr. Marks accompanied me to the printing office and introduced me to the Editor telling him to do whatever I wanted. Before Messrs. Oliver and Marks left the city it was arranged how I was to distribute the pamphlets. They made out a list of the influential men of Canada, outside of Parliament to whom I was to send pamphlets. They then left, Marks for Montreal and Oliver for Toronto and I was to keep them posted. They did not come back to Ottawa until the matter was completed. I distributed the pamphlets by having one placed on the desk of every member of Parliament including the senators. I also gave or mailed a copy to every one on the list given me by Messrs. Marks and Oliver as well as to others I knew. I did think in those days that the affair was a culpable deeply laid scheme. Now I have changed my mind. It may have been that the engineers were deceived by misrepresentations and that they really thought one bay was as good as the other. When the evidence of the Nipigon side was shown to be fraudulent the matter was soon settled and Thunder Bay was established for all time the great shipping port for the West on the Great Lakes.

Some will say "Why did those delegates throw up the sponge so quickly?" For the simple reason they lost the suit after a fair trial. They thought they had the strongest evidence that could be procured in Thunder Bay. They were three prominent men of the district, a merchant an ex-M.P.P. and a lawyer. They appeared before the Government and argued the case and found the evidence in favor of Nipigon equally as strong as their own; besides the engineers were in favor of Nipigon on topographical grounds. Thunder Bay was practically solid for the winter and they could see no possible way of getting further evidence the Parliament then in session and the matter would soon be passed upon.

I am glad that one of these pamphlets with the evidences is extant. Mr. J. J. Wells has one and kindly offered it to the society for preservation. After a perusal of it one may think it strange there is no mention of the Nipigon evidence. The reason is that I did not think it wise to put it in as I knew after the information given that they would not think of bringing it forward against the Thunder Bay evidence. Again Mr. Borron our M.P. was on the watch and would expose it if they did.

PETER McKELLAR

MISS SARA STAFFORD

Port Arthur in Ye Olden Time

Miss Sara Stafford

The Stockade for General Wolsley's soldiers was built near where the C. P. R. station is placed and was burned while used by Dr. Wau during his lease. It was used also for a jail for the troops of General Wolsley. There were about three hundred and fifty people living here in 1870, besides a floating population, hunters, trappers, civil engineers and mining men exploring for silver. Messrs. Peter and Dan McKellar with Geo. McVicar were on the present Port Arthur site when a wilderness. The first sod of the C. P. R. was turned in 1875 in Fort William. A foreman or head contractor came from Quebec, his name was Sanson, he was nicknamed Saw Saw. He erected a building for the public works department which was in charge of Mr. Dawson, of Dawson road fame. These buildings were all situated on the right hand of Arthur Street as you come up from the docks and the warehouses were on the left. A building for the men, the residency and offices were on the right hand side on the grounds of the present Prince Arthur Hotel, then called Government Grounds. S. V. Dawson lived in a cottage—the first pretentious one in the town. It was situated in the center of a large plot of ground thickly wooded with trees right in the heart of the present city. These grounds to-day are owned by the Morrill & Hodder estate, Crozier and Matthews. The gateway to the cottage is now that open space of ground between Mr. Hunt's real estate office and the office of Mr. Walter Gordon. In the centre of this ground stood a roomy cottage with verandahs on three sides. On the right the grounds ran from Mr. Matthew's dry goods store up to the Heap workshops. On the left adjoined the grounds of the Algoma Hotel, afterwards for many years leased until bought by the Hotel Algoma owners. At the back of this cottage were two small sheds—one was used for a kitchen and the other held Mr. Dawson's engineering implements. Mr. Dawson at that time was superintending the making of the Dawson road. After that he entered into politics, going into the local legislature and later on the Federal Government at Ottawa. At that time Arthur Street, Water Street and Cumberland Street were partly opened. The first store was opened by Thomas Marks in 1868, the next by N. K. Street and brother, the latter standing on the corner where the Bank of Commerce now stands. Both these brothers died here, and the widow of M. Street continued the partnership with Colonel S. Ray of Port Arthur in the banking business. About 1872 they were running a trial line from Fort William west, and a civil engineer by the name of Wm. Murdock was here in charge of the party with Frank Mahony of Collingwood as assistant.

The first newspaper was named the Sentinel—started by a man named Hagan who left here and went to British Columbia and started a weekly paper there under the same name. In those times we had only one regular boat that came in every twelve or fifteen days. We got our mails in winter by dog team—via Duluth twice a month—and later it became a rule to call no man an "old timer" unless he had received his mail this way. We considered that the news was up to date and not old if the papers received were not more than twenty days old. Any one leaving the place during the winter had to go by Duluth on snowshoes and dog team, the trip taking from ten to fifteen days.

The first church built in Port Arthur was the Methodist. It was built

in 1872 by the Rev Mr Halstead Then the Presbyterian by the Rev D McKerracher which is now used as the Finnish Printing Office on Court street Before the church was built the services were held in the court room where Judge Hamilton s house stood and now occupied by our ex member Mr Conmee near the Separate school The house was a combined dwelling and court room Then came the English church then the Roman Catholic

Prince Arthur s regiment the 60th Rifles was sent to Canada at the close of the Abyssinian war and a number of the companies were told off to do service under Colonel—now Lord—Wolsley in the Red River Expedition of 1870 They landed at the present site of Fort Arthur and in honor of Prince Arthur now the Duke of Connaught Governor of Canada they called the place Prince Arthur s Landing The troops had to build the road as they went along They drove with teams to Lake Shebandowan and then proceeded with row boats through all the inland waters portaging where necessary until they reached the Red River

The following year emigration started over the route taken by the troops. The Government sent Mr Dawson to improve the roads Tugs and scows were used on the waters and horses on the portages

One man said in reference to stretch east of Shebandowan Talk about horses I have seen my horses with the mud rueing from their collars The Second Rebellion was in the winter and the troops came up the shore of Lake Superior partly by rail on flat cars to the end of a grade and then got off and marched on sometimes in a blinding snowstorm Two troops marched from Jack Fish up to Schreiber many of the young lads being frost bitten and snow blind for it was below zero but they were cheerful

The first hotel stood where the Marlaggi stands today It was built by a Mr James Flaherty and was called the Queen s Hotel It burned down and they built another and it also burned then another was built and it was called the Northern and later developed into the Marlaggi Where the Algoma stands to-day stood a small frame hotel called the Shunlah meaning in Indian Silver It had changed hands twice when the late Mr John Merrill bought it from Mr Roddy A few years after it was drawn back to make rooms for the help while a new three-story brick structure was built in front. This house was called the Windsor, but burned to the ground on the night of its first opening the inmates barely escaping with their lives From the ashes of the old Shunlah and the new Windsor rose the Algoma and here around its portals the history of the city has been made

The Board of Trade of Port Arthur was established in April 1885 the town then having a population of over 1500 The first secretary was William Howard Langworthy

SARA STAFFORD

Silver Islet

Extracts from a paper read by Thomas Macfarlane, Esq., Actonvilie, Quebec, Canada, at a Montreal meeting, September, 1879

By W. J. Hamilton, Esq.

EXPLORATION OF 1868 AND DISCOVERY OF SILVER ISLET

On the 16th of May our exploring party consisting of six men besides myself, arrived in Thunder Bay on board the steamer "Algoma" which was heavily freighted with men and materials for working the Thunder Bay Company's mine. After visiting the latter and the Shuniah (now the Duncan) mine and calling the attention of the men of our party to the appearance and characters of the native silver and silver glance produced by them we started in our Mackinaw boat on the 19th southwestward for Jarvis's Location. My first impressions as to the mineral resources of Thunder Bay district were not at all encouraging. With a country of rock mainly composed of grayish trap and red and white sandstones and these lying in an almost horizontal position the chances of finding anything of value seemed very slender to one accustomed to highly inclined and crystalline rocks. I remembered, however, that the conglomerate beds of Keweenaw Point now the most productive and remunerative for copper had originally been undervalued by geologists who had never before observed valuable minerals to occur in rocks of that nature and resolved to beware of allowing pre-conceived ideas to interfere with the thoroughness of our search.

From the 20th to the 31st of May inclusive we remained on Jarvis's Location, examining its rocks surveying the river from its mouth to where it leaves the location and exploring Jarvis's Island with the numerous veins occurring there. The geology of this location much resembles that of the western part of Wood's Location having the same gray argillaceous sandstones and shales intersected by dikes of different sorts. The latter have here the same general strike as on Wood's Location and it appears evident that they run through the range of islands which extends from Shangoimah Island and Silver Islet on Wood's Location past the outside of Pie Island to Prince Albert or Thompson's Island. Then still further southwest through Spar Island, Jarvis's Island and Victoria Island joining the mainland before Pigeon River is reached. On Jarvis's Island five different veins were found and in one of them native silver and silver glance were discovered (the former by Mr. now Dr. C. O. Brown) and the latter by Mr. Patrick Hogan) specimens of which were forwarded to Montreal. The quantity appeared at the time insufficient to merit much attention but from the experience afterwards acquired on Wood's Location I was induced to believe that some work upon this vein might possibly develop a larger quantity of the metal. Accordingly in 1869 a shaft was sunk on this vein to the depth of twelve feet in accomplishing which work the following ore was produced

79 lbs. first quality ore containing 3.45 per cent. silver 38.7 ounces, at $1.25	$49.62
2483 lbs. second quality ore containing 0.65 per cent. silver 54.18 ounces at $1.25	67.72
	$117.34

On the 1st of June we left Jarvis's for Stewart's Location at Pigeon River where we remained until the 21st making a very close exploration for a distance of three miles inland. The number of dikes and veins here visible induced me to anticipate the best

results but although a good deal of time was spent on some of the veins none of them yielded any valuable minerals High rocky ranges intersect this location generally in the direction of the dikes and between them lie valleys containing a large area of good soil much of which will no doubt be cultivated as soon as mining operations are carried on successfully in the neighborhood

On the 21st of June we returned to Fort William and on the 23rd reached Thunder Cape and Wood's Location where we remained until 31st July From perusing the Geology of Canada I had before arriving on the Location come to the conclusion that it was likely to present many interesting geological features Here it was to be expected that the junction of Sir W E Logan's upper and lower groups of the Upper Copper-bearing rocks would occur and that the many interesting dikes and the trap overflow of Thunder Cape would be found to present interesting relations to the sedimentary rocks I therefore determined to make a complete geological map of Wood's Location and arranged with my assistant, Mr Gerald C Brown, to have the shore line accurately surveyed It was while engaged plotting his pickets on the many islands fronting the location that Mr Brown first looked on the rock shortly afterward named by me Silver Islet and observed the vein and the galena occurring in it I then visited the island to obtain specimens of the galena and the inclosing rock and three men were set to work to blast out some of the galena. It was while engaged working on the Islet that one of these men Mr John Morgan found the first nuggets of metallic silver close to the water's edge A single blast was sufficient to detach all the worn rock carrying ore above the surface of the water but farther out large patches could be observed in the vein under the water some of them with a greenish tinge On detaching and fishing up pieces of these they were found to consist of pieces of galena with which were intermixed spots of oxidized black mineral here and there tinged with green This black substance I succeeded in reducing on charcoal before the blowpipe with a little borax to metallic silver thus exposing at once the extraordinary richness of the black portions of the vein I deem it worth while thus to record more particularly than before the circumstances of the discovery on account of the celebrity which Silver Islet has since attained The silver was discovered on the 10th of July and on the 15th three packages of the best specimens were shipped from Fort William to Montreal and a telegram sent at the same time to the company's secretary giving notice of the important discovery

GEOLOGY OF SILVER ISLET AND ITS VEIN

My plan as to a geological survey of Wood's Location was during the following season (1869) carried to completion and the results published in the Canadian Naturalist (Vol IV) and accompanied by a map of the location and plan of Silver Islet Silver Islet is situated about three quarters of a mile from the mainland and is much exposed to storms from the west southwest and east Shangoin Island protects it but ineffectually on the southwest The island measured originally about ninety feet each way rising about eight feet at its highest part above the level of the lake The whole of the rock is now inclosed and covered by the works erected for protecting and working the mine and by new land since made The course of the vein traversing the Islet is about N 35 degrees W and its dip about 80 degrees N E As shown in the plan, its greatest width is on the northeast side of the Islet, and it will be seen that in going southward it divides into two branches one of which crosses the island and the other keeps on the west side under water The south part of the latter branch carried the richest ore the eastern branch being less rich and the whole of the vein to the northward being almost entirely barren and consisting of a huge mass of calcspar with quartz and occasional cubes of galena which carry only a minute quantity of silver Particles of silver ore were also found in some of the small feeders which intersect the country rock (or

perhaps horse) lying between the two veins Fragments and masses of this rock are very often inclosed in the vein-stone and graphite very frequantly associates itself with them

The metallic minerals at the veins are silver, silver glance, tetrahedrite, domeykite, galena, blende, iron and copper pyrites, cobalt bloom and nickle green The two latter substances seemed to be oxidation products of a peculiar mineral, which in a paper published in the Canadian Naturalist and dated 1st February 1870 I described as follows Besides the small nuggets and grains of pure metallic silver there are often found in the rich ore thin plates and grains of a sectile mineral having a reddish brown colour like that of niccolite and containing arsenic, cobalt, nickle and silver with the latter in greatest quantity This would appear to be a new mineral and one worthy of more minute examination When active work was begun by the Silver Islet Mining Company it was found that the great bulk of the silver extracted was contained in a granular mixture of the reddish coloured grains above mentioned with other minerals The late Major A H Sibley—then president of the company—gave this mixture the name Mactartanite, which is still used for it by superintendent and workmen at the mine up to the present time In the Engineering and Mining Journal of 29th March last Mr W M Courtis published a paper on Lake Superior silver ores in which this supposed new mineral is also referred to as Macfarlanite For these reasons it would seem necessary to refer to this substance more particularly In December 1870 I made an examination of the brown metallic grains which the rich ore above referred to leaves when pulverized in a diamond mortar and all brittle minerals such as calc-spar, galena, etc, sifted or washed out A blowpipe assay showed these to contain

Silver	78 34
Nickle	5 98
Cobalt	2 75
Arsenic etc (difference)	12 93
	100 00

I made some further trials but was unsuccessful in separating any definite mineral

In December last Dr T Sterry Hunt informed me of the discovery of the new minerals on Silver Islet ore by Dr Wurtz and showed me a specimen of Huntilite which seemed to me to occur in larger pieces and to be different from the reddish grains occurring in the ore known as Mactartanite

On subjecting the rich granular ore of Silver Islet to closer examination, assisted by Mr W M Courtis I found it to consist of the reddish brown metallic grains a dark coloured undetermined mineral niccolite, galena calcspar and quartz Native silver in perfectly white grains or filaments is not distinctly seen Pieces of the ore when being ground and polished show the metallic grains with a colour and luster closely resembling burnished nickle When the calcspar which is the principal gangue is removed by dilute hydrochloric acid the result is porous and coherent The metallic minerals adhere to each other and to the metallic grains the latter seeming to be in places coated or incrusted with the dark coloured mineral and the niccolite Under the hammer the metallic grains flatten out and the glass shows that both brown and black brittle grains have separated Still in this process all the metallic minerals do not seem removable but adhere more or less firmly to the metallic grains

When the ore is pulverized and the metallic grains are freed from all brittle materials, the latter being sifted and washed out, they assay from 75 to 84 per cent. of silver When these are further triturated in an iron mortar six different times, and the brittle matter removed by sifting on a sieve with 50 meshes to the lineal inch the siftings thus produced assay as follows

1st time	46 41 per cent silver
2nd "	51 55
3rd "	59 25
4th "	66 24
5th "	78 1
6th "	83 7

The grains remaining upon the sieve from the last trituration have a dark gray color and assay 92 04 per cent silver When roasted in a muffle they become yellowish brown Hydrochloric acid removes nickel oxide and then they have the appearance of pure silver grains In this process they lose 6 94 per cent of their weight and assay 95 76 per cent silver Triturated a second time in this manner they lose 2 12 percent additional and assay 97 42 per cent silver From this it is evident that they assume the appearance of metallic silver on the surface only and are not pure throughout The grains of 92 04 per cent when treated alone on charcoal before the blowpipe merely cake together yielding a slight coating of arsenious acid When a small quantity of borax is added a silver button is produced with some speiss attached and a slag slightly tinged with cobalt oxide Most of the nickel is removed in the speiss but the silver still retains some of it and upon cooling shows a greenish gray rim This is removed by a further slight scorification with borax and 91 33 per cent silver obtained The grains of 92 04 per cent silver dissolve readily in dilute nitric acid yielding the following results

Insoluble (assays 17 46 per cent. Ag	2 37
Nickel	1 58
Antimony	36
Silver	93 54
Arsenic	2 15
	100 00

When the metallic grains first above alluded to are treated with dilute nitric acid (half acid half water) and its action interrupted when about half the quantity is dissolved a considerable quantity of black powder is detached much nickel is dissolved and the remaining grains have the appearance of pure silver but still showing black specks especially in the cavities

The black substance washed off from the larger grains of quartz contains antimony lead cobalt nickel and sulphur besides 24 72 per cent of silver

From experiments the great difficulty of separating the various minerals which occur in the rich ore of Silver Islet were apparent It seems to me to contain a great deal of its silver in the native state which passes into the amalgam of Professor Wurtz Further investigation may possibly give more decided results

With regard to the general nature of the ore yielded by the vein after sorting one parcel of second quality weighing 15 914 pounds and assaying 964 2 ounces of silver was found to contain 71 5 per cent of earthy carbonates and 14 15 per cent of matter insoluble in acids The relative quantity of calcareous and siliceous matter varies however in different parts of the veins and in some places streaks of quartz have predominated to such an extent as to make some of the ore highly siliceous and much more difficult to smelt

The rock on the islet intersected by the silver vein is a chlorite diorite evidently forming a dike It differs somewhat from the rocks of the other dikes of this location among which may be mentioned corsyte and moorthite porphyry Judging from their manner of occurrence it did not appear likely when the discovery was first made that the diorite of Silver Islet would be found to have a greater breadth than two hundred feet on the length of the vein Outside of this distance it was anticipated that the vein would be found to intersect the gray flags which fill out all the spaces between the various dikes It was further thought unlikely that the Silver islet vein on reaching these flags would exhibit the same degree of richness as previously The continuation of Silver Islet vein across Burnt island (which is identical with one shown on an old map of the location of Mr Wilkinson) and also further inland was traced out in 1869 It has been exposed at several points where it crosses the sedimentary beds but there it is split up into numerous thin veins of quartz and shows nothing of the great width which it carries on Silver Islet nor have any of the rich silver materials of that locality yet

been found upon the mainland or upon Burnt Island

The experience gained in the working of Silver Islet Mine since its discovery has in the main confirmed the description here given of its geological relations

It will be observed that the diorite dips at a high angle southward and that the workings have never been productive outside of it Indeed there are large areas of the vein enclosed by diorite walls on both sides which have yielded no ore It is necessary to mention that the vein itself dips at a high angle to the eastward and that Mr Curtis's section shows the rocks adjoining the vein upon the hanging wall only On the west side of the vein it has been found that the diorite extends further south than on the hanging wall The line of the vein is therefore also the line of a fault which has moved the rocks on the west or rather southwest side of the vein eighty feet to the southeast

It is worthy of remark that the rocks intersected by the diorite dike are not highly inclined semi-crystallized slate but are almost horizontal flagstones and shales

The Silver Islet vein has exhibited a most remarkable phenomenon which deserves mention here The following is a description of it taken from a letter dated 28th of January 1876 from Mr W B Frue to the writer

On December 28th while a party of miners were engaged in drilling a hole in the end of the drift on the eighth level the drill broke through into a small cravice containing Water at once commenced to flow—not in great quantity however and one of the miners took a candle to look into the drill-hole not being aware that there was a large escape of gas with the water The gas instantly took fire sending a flame out from the end of the drift for more than forty feet. The men of course threw themselves down on the bottom of the drift and remained there motionless until the flame subsided and then went out to the shaft After they had got over their fright they undertook to return into the drift but when within forty feet of the end of the drift the gas again ignited filling the level with flame to within three feet of its bottom the flame extending along the back of the drift and burning for a distance of one hundred and fifty feet towards the shaft The men again took shelter by throwing themselves down on the bottom of the level Some time after this the men walked into and through the entire length of the drift without any light and inserted a wooden plug in the hole through which the vapor and water were escaping On the following day no gas was discovered in the drift until a candle was brought close to the plug in the end of the level when the gas again caught fire giving a jet or flame about one foot long which has been burning ever since

This is I believe the first instance on record of the occurrence of an inflammable gas in a silver mine and probably indicated that the rocks near Silver Islet are at much more recent age than has been generally supposed

MINING

The discovery of Silver Islet in 1868 the full descriptions given of it and the specimens of ore produced valued at $1200 were insufficient to induce the Montreal Mining Company to go into vigorous mining operations The leading men of the shareholders were plainly in favor of selling rather than working the largest specimens found their way to England where they were exhibited and afterwards sent to Swansea to be sold and smelted

The summer of 1869 was exceedingly stormy and it was only during the calmest weather that any excavation was possible The cartridges produced for blasting under water entirely failed to work but nevertheless 9456 pounds of excellent ore were produced and shipped to Montreal On the 18th of August we began to sink a shaft in the centre of the islet from which it was intended on attaining sufficient depth to cross cut to the vein That this plan would have proved perfectly successful is evident from the fact that it

has since been sunk and connected with the east vein and is now known as "Macfarlane's Shaft." During the fall of 1868 a shaft-house was built on the Islet and a boarding house a storehouse and stable on the main land at a point known as Silver Islet Landing. In the winter of 1869-70 a party of twelve men and one horse remained on Wood's Location. They were instructed to continue sinking the shaft to take advantage of any opportunity afforded by the formation of the ice to excavate more ore from the outcrop of the vein and when work at the Islet was impossible to cut timber in the woods for the cribwork proposed to be constructed the following season.

The sinking of the shaft had to be discontinued on account of the influx of water but the excavation of ore was very successful. The ice formed around the Islet and kept unbroken for nearly two months. It facilitated the work very much keeping the water perfectly still and affording the men a convenient platform. The blasting under water with cartridges made on the spot by Mr. M. Vigar was successful and extended over about thirty feet of the vein. The loose veinstone was then fished out of the water by means of long tongs, constructed on the spot, long-handled shovels etc.; then teamed to the mainland and there sorted. In this way nearly five tons of ore were produced and shipped to Montreal in the spring of 1870. The following is a statement of the entire amount of ore produced during the operation of the Montreal Mining Company with my assays and estimates of the value of the silver it contained.

When Produced	Net weight lbs	Percentage of Silver	Ounces per ton of 2240 lbs	Value per ton of 2240 lbs	Total Value
1868	1 226	5 t09	1 890	$2 095 80	$ t 249 51
1869	2 428	2,760	889	1 111 25	t 701 10
	4 080	4,344	1 417	1 77t 25	3,220 20
			Of 2000 lbs	Of 2000 lbs	
	1,946	5 147	1,680	2 t00 00	1 824 87
1870	17 669	8 503	1 605	2 070 45	t8 291 89
	28 460				$25 292 57

The above ore after being sold or smelted realized the following quantities and values of silver —

When sold or smelted	Where sold or smelted	Net Weight lbs	Ounces per ton of 2240 lbs	Value per ton of 2240 lbs	Total Value
Sept 4 1869	Swansea	1,208	1 397	$ 363 t 5	$ 963 13
Sept 4 1869	New York	127			190 50
Sept 4 1869	Swansea	3 322	982	254 7-11	1 821 96
Oct 29, 1869	Swansea	5 006	880	228¼	1 970 03
			Of 2 000 lbs	Of 2 000 lbs	
Feb 24 1870	Newark N J	1 913	1,608½	2 075	1 984 73
Feb 24 1870	"	2			11 28
Feb 16 1872	"	17 481	1 429	1 843 41	16 112 32
Feb 16 1872		13¾			62 48
		28 073¾			$23-115 35

It will be observed that this ore realized $3177 22 less than estimated and that the greatest deficiency in proportion to the quantity occurs in the parcel of 4080 pounds sent to Swansea. No satisfactory explanation of the cause of the difference was ever received, and it was consequently deemed advisable to ship all the ore afterwards produced to Newark N. J. The parcel sold there in February 1870 resulted very satisfactorily but a discrepancy occurred in the eight and three-quarter tons of

lerwards sent This parcel of ore, on its arrival in Newark was crushed and sampled in the usual manner and as the first assays resulted much lower than that of the sample taken at Silver Islet and given above numerous trials were made by various New York assayers always with most extraordinary differences as to yield It is extremely probable that these differences were owing to the impossibility of effecting a perfectly equal distribution of the metallic grains through the mass of the sample Mr Balbach refused to account for more silver than his assay indicated and efforts were made to effect a sale of the ore elsewhere than in Newark but without effect and it was finally treated by Mr Balbach on the basis of his assay

The facts connected with the production of ore in the winter of 1869 70 were published in the Montreal papers in June and attracted much attention in England and the United States That ten men had been able to produce $16 000 worth of ore and that the actual time employed by them in so doing induced the Montreal Mining Company to proceed to work the Silver Islet vein The experience gained during the summer of 1869 had convinced me that very strong and extensive works would be necessary for putting the cribbing into place and securing it quickly enough as to prevent its being washed away while in process of erection by the heavy seas which rising gales and ice frequently bring in from the lake I estimated that at least $50 000 would be required to establish a mine on the Islet and recommended it as being for the interest of the stockholders that the company itself should work the mine

In the event of their being unwilling to raise the necessary capital I recommended efforts on the part of the board to sell the Silver Islet property and not only was it decided to sell Silver Islet but the idea was adopted of endeavoring to effect a sale of the whole of the company's property on the strength of the discoveries already made Negotiations were carried on for this purpose during the spring and summer of 1870 which resulted in the transfer of the whole property into the hands of certain capitalists in New York and Detroit in September

The first intimation that I had of the sale of the whole property was at Silver Islet on the night of 31st of August when the propeller City of Detroit arrived having on board Mr W B Frue a working party of about thirty men, two horses machinery stores provisions etc and having in tow a large scow and a raft of large sized timber The propeller discharged her cargo next day and operations were begun at once and vigorously to establish a permanent mine on Silver Islet In spite of severe weather extensive breakwaters were built part of the vein enclosed by a coffer-dam the area within the latter pumped dry a considerable amount of mining done and about seventy seven tons of ore shipped before the close of navigation The time devoted to mining was about four weeks and the last shipment was made about the 26th of November About $80 000 were expended in the above operations and in making provision for wintering long before any returns were obtained from the ore Indeed it was not until March 1871 that the smelting of the fall shipments at Newark was completed I was employed by the new company to superintend the sampling of this ore and the following statement shows the value of the ore produced by them in 1870 according to my assays

No of Parcel	Net Weight lbs	Percentage Silver	Ounces per ton of 2000 lbs	Value per ton of 2000 lbs	Total Value
1	34 862	2 653	744 8	$ 960 90	$16 749 53
2	16,592	2 166	628 8	811 15	6 729 30
3	17,523	2 690	784 5	1 012 00	8 866 63
4	17 772	2 973	867.2	1 118 70	9 941 34
5	16 379	3,358	979 4	1 263 48	10,347.26

6	15,8t4	d 330	9d4 2	t 243 8t	9,396 99
7	t9 t39	4 348	t 2d8 t	1 63o 84	15 d54 t7
8	t7 t39	4 627	1 307 d	t 763 43	15 ttt 7t
Metallic grains	33	15,136	4 t44 6	5 694 83	93 96
Specimens	t87	9 060	2 652 4	3 421 59	3t9 92
Metallic grains	3	67 658	16 722 3	25 455 95	38 18
	t56 243 lbs		Averaging per ton	$1 205 44	$83 748 99

Messrs Balbach s assays of the same ore are given in the subjoined table

No of Parcel	Net weight lbs	Percentage Silver	Ounces per ton	Value per ton	Total Ounces	Total Value
1	24 262	2 406	7dt 9	$ 905 46	12,234 9	$t0 783 t5
2	16,592	2,350	636 0	846 24	5 442 1	7 020 40
3	17 525	2 680	72t 6	1 002 26	6,84? 9	2,833 86
4	17 772	2 905	847 5	1,093.28	7,530 0	9 7t5 00
5	16,379	3 385	9d7 3	1,273 63	8 085 4	10 430 34
6	16 9t4	3 t70	924 5	1 192 d0	7,356 2	9 429 51
7	16 13d	4 220	1,230 0	1 526 70	11 770 4	16 t83 92
8	17 t3?	4.510	t 3t6 0	t d96 36	11 2d8 8	14 536 87
Metallic grains	33	15 136	4 4t4 6	5 694.83	72.8	93 86
Specimens	t87	9 060	2 662 4	3 42t 59	24d 0	3t9 92
Metallic grains	3	67 658	16 733.3	25 455 96	29 6	38 t8
	155,543		Averaging per ton	$1 175 80	7d 827 1	$9t 445 t6

While this ore was being disposed of in the winter of 1870-7t Mr Frue and his men were fully occupied at Silver Islet where a very stormy season was experienced During the previous winter the ice had formed quickly and remained till the spring when it was gradually softened by the heat moved out quietly into the lake and did not reappear Mr Frue was therefore somewhat unprepared for the great trouble which the different behavior of the ice during the following season caused him The placing of the cribbing was tedious and hazardous work The ice did not form solidly for any considerable time but kept floating backwards and forwards the entire season During much of the time Mr Frue and his men had to cut their way from the mainland to the Islet through fields of solid ice recently formed and shortly afterwards through floating floes three feet in thickness and of all sizes up to fifty feet square Toward the end of February severe gales were experienced which lent tremendous force to the floating ice and tore away embworks to an extent of two hundred and forty feet in length The heaviest timber was insufficient to withstand the ice large logs had their extremities chafed to such an extent as to resemble only huge booms and butts one and a half to two inches in diameter were twisted and broken apparently with the greatest ease After the removal of the cribbing the seas were so heavy as to dash over what remained and filt up the coffer dam in a very short time The dam itself however sustained very little damage and going to work indefatigably to repair the damages Mr Frue was able to resume mining in about a month afterwards By the first of May t871 an excavation had been made on the rich part of the vein enclosed by the coffer-dam leaving a length of sixty five depth of thirty two and an average width of eight feet By the close of navigation in November this working had attained a depth of ninety feet and had produced from the same time in t879 about four hundred and eighty five tons of ore of which the following quantities were treated at Newark in the summer of 127t

No. of Parcel	Net weight lbs	Ounces per ton of 2000 lbs	Value per ton of 2000 lbs	Total Ounces	Total Value
1 A	6,553	1,184 1	$1,539.33	3 279 70	$ 5 043 61
1 B	14 986	1 406 4	1 828 32	10 538 15	13 699 60
2 A	16 627	1 149 1	1 493 83	9 663 04	12 418 95
2 B	3 824	1 470 1	1 911 13	2,810 83	3,654 08
3	17 393	1,131.6	1 471 08	9 840 95	12 793.23
4	19 951	1 168 0	1 516 8[illegible]	11 456 53	14 893 48
5	18 630	1 281 8	1 666 34	11 939 96	15 521 95
Metallic grains	373	4 145 0	5,388 30	772 20	1 003 86
6	17 959	1 198 7	1,558 31	10 763 72	13 992 85
7	18 730	1 134 5	1,474 85	[illegible] 490 09	12 337 12
8	17 954	1 10[illegible] 3	1 436 8[illegible]	9 854 64	12 337 12
9	18 975	947 8	1,232 14	8 992 25	11 689 92
10	13 189	907 0	1 179 10	5 981 21	7 775 57
Metallic grains	657	1,415 8	1 840 54	463 10	604 62
	182 453			106,378 37	$138,291 83

It is of course to be remembered that the values just given do not represent the amount realized for the ore Both at Newark and Wyandotte the smelters only guaranteed to return 95 per cent of the silver contents and charged $100 per ton for smelting Besides the above ore there was produced in 1870 71 another parcel of five tons which with many lives was lost on board the propeller Coburn on Lake Huron, in October, 1871

The total production of Silver Islet from the discovery till the close of navigation 1871 was as follows

	Weight lbs	Value per ton	Total Value
Under Montreal Mining Company	27 073¾	$1 646 80	$ 23 115 25
Under new proprietors 1870	159 543	1 175 80	92 153 22
Under new proprietors 1871 Newark	183 453	1 507 64	138 291 83
Under new proprietors 1871 Wyandotte	778 468½	1 296 48	304 640 12
Lost on propeller Coburn	10 000	1 040 00	5,200 00
	1 134 537½	$1 322 44	$763 400 00

Mining was continued with varying success after the close of navigation in 1871 The vein was found to be subject to frequent and sudden changes both as regards size and richness In the fall of 1871 it narrowed down to six inches in width at some points with scarcely any first quality ore in sight During the winter it gradually widened and became very productive In Mr Frue's reports many such alterations were recorded He says that in the summer of 1872 the lode became broken up being thoroughly mixed with diorite and wedges of plumbago and in the fall the mine assumed anything but flattering appearance Mr Frue writes further on the subject as follows

"In the following winter it suddenly changed in character and produced up to May 1st 1873 250 tons of rich packing ore worth $1500 per ton During May and the early summer the vein disappeared almost entirely being broken up into strings and feeders Later however there was a decided improvement which was again overshadowed by a passing cloud and although in extending the drift north on the forty a very promising show of silver had been opened I had often seen the mine clothed in richer apparel than it appeared in at the close of navigation (1873)

The severe storms which marked the winter of 1870 71 put in an appearance again in that of 1873 74 About the middle of November Mr Frue reports we were visited by a heavy storm from the southwest which did considerable damage amounting in all to about $2000 On December 1st we were again overtaken by a southeaster which came on in terrible fury and seemed for a time as though it would sweep everything before it It tore away nearly 850 feet in length of submerged cribs and caused a loss of 20 000 feet of timber 7½ tons of bolts and nearly 5000 tons of rocks (used in loading the cribs) the total destruction amounting to a little over $9000 besides the carrying away of the upper portion of the main breakwater This work had an altitude of nearly twenty feet above the level of the lake eight feet in width at the top and nearly sixty feet in length of it was carried away the breach being directly in the centre The blacksmith s shop which stood inside of this breakwater and about forty feet from its outer face was completely demolished In fact rocks were whirled around the islet like hailstones and a number of buildings were damaged to a considerable extent

Season of	
1872	
1870	
1874	
1875	

The ore produced from 1874 to 1875 inclusive was treated at the Wyandotte Works and contained the following quantities of silver

910 744 02	ounces
289 763 77	"
250 021 75	"
145 002 50	"
596 432 04	ounces

At $1 20 per ounce the value of this product amounts to $1 195 718 45

Part of the product of 1875 was in the shape of concentrates from the stamp mill which had been built at a cost of $90 000 for treating the veinstone of inferior quality which had previously been laid aside as too poor for shipment This mill has fifty stamps and twelve Frue vanning machines and produced about one ton of concentrates from 50 tons of poor veinstone

Month		Tons Rock Stamped
May	1875	541
June	"	1 065
July	"	1 670
August	"	702
September	"	1,505
October	"	1 678
December	"	1 642
January	1876	1 550
February	"	1 421
March	"	1 690
April	"	945
May	"	1 870
June	"	1 563
July	"	1,525
August	"	1 660
September	"	1 505
October	"	1 500
November	"	1-104
		24 446

The following statement gives the quality of this ore stamped and the concentrate produced from May 1875 to November 1876

Product in Concentrates Tons	lbs	Total ounces silver contained in same	Total cost of Dressing
11	1454	10 210	$ 1,237 69
25	2212	17 552	3 049 89
28	1104	19 125	2 427 33
26	1100	11,338	2 502 76
35	182	17 204	2 990 85
27	843	14 415	2 840 15
21	847	11 548	2 172 26
30	1824	15 990	3 039 58
28	1312	16 546	2 944 89
32	651	15 754	3,238 60
10	1475	4 806	1 788 82
33	585	9 614	3 028 62
33	1288	10 504	2,891 30
41	978	11 757	2 768 47
39	1501	9,527	2 808 04
33	1232	10 060	2 907 17
30	1335	9 234	2,596 26
20	194	11,380	3 093 93
541	1706	226 673	$43 145 06
	2000		

Thesn figures ehow that 9 28 ounces per ton were extracted trom the stamp rock and concentrated in a product containing 418 ounces per ton at a cost of $1 57 on the original ore

The nntavorable changes in the Silver tslet veln whtch oceurred in the fatl of t873 continued up to the elose ot 1875 The new tevels which had been opened up the elghth and ninth proved whotty unproductive, although an difficulty was experienced in foltowing the working on the veln The vast amount ot exploratory wnrk by means ot a diamond drill atso talled to dtscover any deposits ot rich ore The consequenee was of eourse great financial embarrassment and an atmost entire essation of work during the summer ot t877 In August of that year work was resumed and up to December 23rd 850 ounces ot sitver obtained hy stoping in the upper part ot the mine tt was even proposed to remove the rich ground lying between the mine and the lake substituting for it an artittcial arch but tortunately in the summer ot last year a bunch ot rich ore was struck beneath the tourth level south of the shaft which in a few months yielded 72t 932 ounces of silver a quantity amply suttfelent to rescue the mine trom its embarrassment and provide a reserve or working eapital ot $300 000

t have not found it possible to ascertain the amount of the product year by year subsequent to 1875 but according to information received from C E Trowbridge Esq . Secretary of the Sttver Islet Company there have been extracted since the commencement ot operations in September 1870 and up to the close of navigation in 1878 2 t74 450½ ounces of refined silver with a value of $2 921 727 24 It to this we add the vatue of the ore obtained immediately atter the discovery hy the Montreat Mining Company we have a total yield of $2 948 015 81 With regard to the production of the present year it cousists atmost sxctusively ot concentrates hut its valus is very certain to exeeed $50 000, and I think that at the end of the season the total yield ot Silver Islet Mine since its discovery will betound to have reached three million dollars

The question of the tuture ot Silver Islet Mine is one ot very great interest to many besides those pecuniarily concerned Wheu visiting the mine in July 1877 the vein appeared perfectly wetl defined on the ninth level but nothing in the shape ot ore was to be seeu The veln was said to possess the same character in the inclined shaft sunk 100 teet deeper than the level and to a point about 640 teet from the surface This shaft was filled with water at the time of my visit The vein helow this point has heeu tasted hy a drill-hole 296 feet deep in which traces ot silver ore were detected Even it we suppose that trace is the clue to another honanza the fact still remains that from the sixth level to the deepest working a distance of 300 teet the veln has been found to be unworthy ot excavation and this too in spite ot the presence ol diorite on both walls a condition which when the mine was first opened was supposed to insure a remunerative veln tu view of this faet and ot the circumstances that the recent rich discovery was made at a point where only the foot walt could have been diorite, it becomes a questton whether the theory ot the beneficial influence nf diorite walls is correct. It it is then a large amount ot vein area helow the fifth level and to the north ot the shaft remains to be prospected That this ground has so far been found barren may he owing to the peculiar nature ot the veln in which large values of ore seem to he stowed away in comparatively small space If the theory here referred to is nntounded and the veln in the adjoining slags and shales he really as promising as that crossing the diorite then the amount of ground available tor exploration north and south ot the mine is immense As a matter ot fact, the horizontal strata elsewhere in the district have been found to contain silver bearing veins but so tar have tailed to afford foundation for a remunerative mine in either case the tuture ot Silver Islet Mine depends mostly on the carefulness ot the manager and his assistants in de-

tectlog mloute traces ot ore aod their skill and perseveranca ln fol lowlog them It would seem alto gether anwise to depend upon any preconcelved notloo as to the manner ln whlch the valuable mloerals oc cur or ought to occur in the mine for it must he cootessed that hltherto the chmulcal geologist has reodered hut very slight assistamca to the prac tlcal miner ln hls marcb tor the rn munerative parts ot a vem The hest guarantee tor the future is the past history of the mine which proves that rich deposits may he stumbled upon quite unexpectedly in the grnund already npeoed up

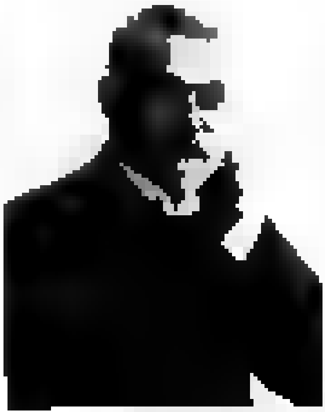
I have thus endeavored to record the principal facts which have come to my koowledge regardlng this ex traordlunry silver veln Its story ought to teach Canadinos among other thmgs to have more contid ence in the mineral resources of their country That over three mllllon have bemn extracted trom a bare rock ln Lake Superior with an area not exceeding a thoosand nqnare feet ought to increase our faith ln the vast uoexplored regions which stretch nway to the north aod north west of us But lat us not, ln the nvent of nnw discoverins pamper our worthless mines nnr on the other hand starve those of good promise Nelther let us when we find mother productive mlue tear out recklessly all the ore lo sight The product of a mloe like that ot a farm cnonot be forced beyond certain proper llm its without bad consequences Let reserves accumulate lo our mines as the rests formerly did in our fin anclal institutions and mlnlng will become as profitabe as hanking lf not more so Thn npposite system "pickng the eyes nut of the mine Raub bau as the Germans call it has caused the ruin of such mines as the Ophlr lo Nova Scotln and the Aetna lo Quchec It ls more hy good luck than hy good guld'ng that a slmllar tate has not yet overtakeo Silver Is let ln Ontario

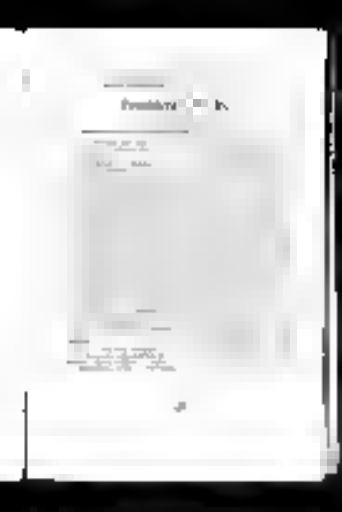
This remarkable mloc was regu larly exploited with varylng results until 1885 Io the late fall of 1884 a fierce snow storm caused the snp ply coal barge to seek shelter ln a south shore port After the cessatloo of the storm which lasted some days the captaio fonnd that hm crew had deserted and he was uoable to secure more hands Hn was thus torced to tie up for the winter dismantled The storms ot 1884-5 along with thn seepage through the rocks did their work and whnn the summer ot 1885 arrived the shafts thn lnmeas urable gallaries and passages and all approaches thernto were filled with water

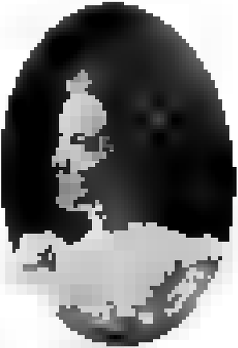
Thus came to an unfortunate ter mination the netive exlsteoce of oue nt the most remarknble sllver mines in the world What its future may be is indeed problematical Barned hundreds ot feet under Lake Snperlor are yet no doubt colossal tor tunes lt the sllver cnuld he easily reached But the task of pumping ont the mllllons of gallons of water would he a very costly prelimlnary estimated at probably $40 000 It may yet be that when the present more available mines which are now so promluent in mlnlng life have come to a happy end some courag eous prospector with wealth at his commaod may nncarth the vast sec rets of thn subterraoeun recesses of thn little Silver Islet

W. J HAMILTON

The Oyster Bay Historical Society







Paper by Paul McKellar Esq.

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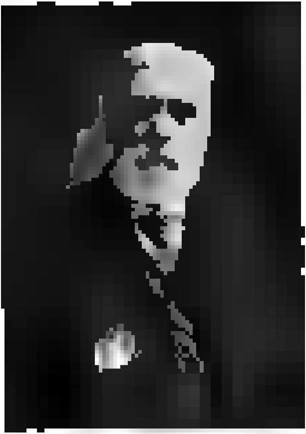
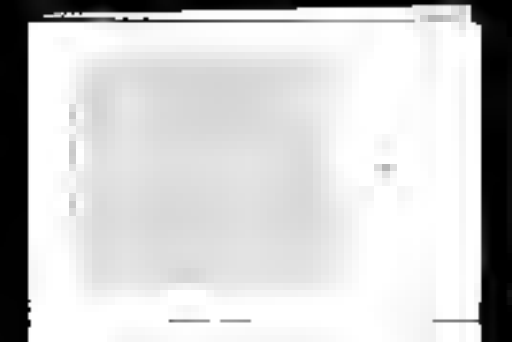


The Origin and Progress of the William Field Series



Reminiscences of Early Journalism in [illegible] Wales

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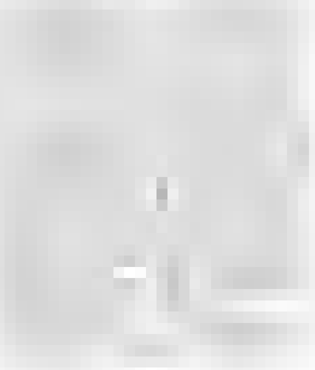

Silver Lake

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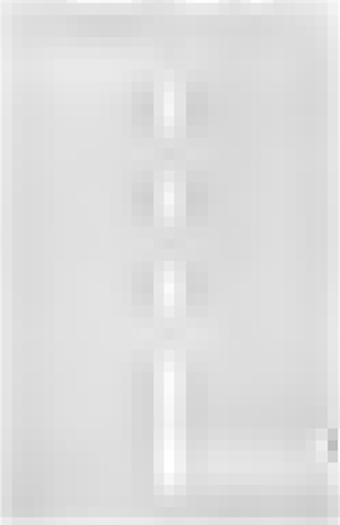
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